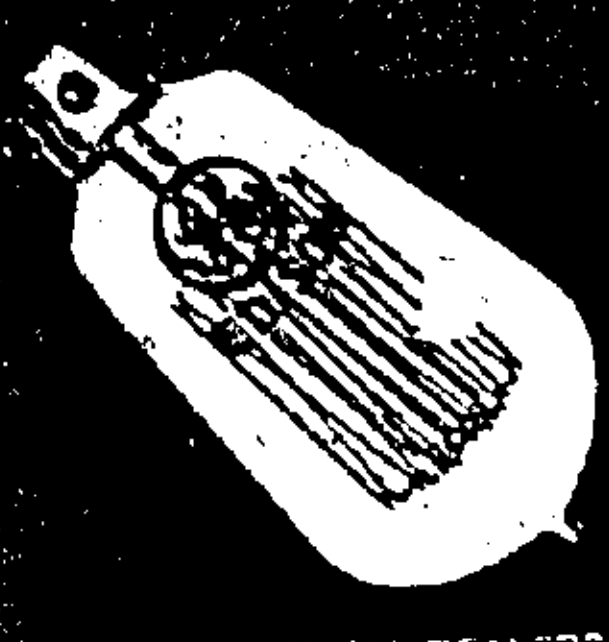


EDISON LAMPS



FROM ELECTRICAL DEALERS

The Hongkong Telegraph

FOUNDED 1881 No. 12,443 式拜禮 號廿月六英港香 TUESDAY, JUNE 21, 1921 日六十月五



GLASS WARE

THE IMPERIAL CONFERENCE.

MR. LLOYD GEORGE'S IMPORTANT SPEECH.

THE PEACE OF THE PACIFIC.

Invitation to the United States.

London, June 20.

Mr. Lloyd George, in his speech at the Imperial Conference, said that one of the most urgent and important of our foreign questions was the relations of the Empire with the United States and Japan. There was no quarter of the world where we more greatly desired to maintain peace and fairplay with all nations and to avoid competition in armaments than in the Pacific and Far East. The Anglo-Japanese Alliance had been a valuable factor in that direction. Japan had been a faithful ally, rendering us valuable assistance in our critical need. The British Empire would not easily forget that Japanese warships escorted the transports bringing Australian and New Zealand forces to Europe when German cruisers were still in the Indian and Pacific oceans. "We desire to preserve a well-tryed friendship which has stood us both in good stead and apply it to the solution of all questions in the Far East where Japan has special interests, and where ourselves, like the United States, desire equal opportunities and an open door. Not the least of these questions is the future of China, which looks to us and the United States for sympathetic treatment and fairplay. No greater calamity could overtake the world than a further accentuation of the world's divisions upon racial lines. The British Empire has done a signal service to humanity in bridging these divisions in the past. The loyalty of the King Emperor's Asiatic peoples is the proof. To depart from that policy or fail in that duty would not merely increase the dangers of international war but it would divide the British Empire against itself. Our foreign policy can never range itself upon the differences of race and civilisation between the East and the West. It would be fatal to the Empire. We look confidently to the Government and people of the United States for sympathy and understanding in this respect. Friendly co-operation with the United States is for us a cardinal principle, dictated equally by instinct, reason and common sense. We desire to work with the great Republic everywhere in the world and, like it, we want stability and peace based on liberty and justice. We desire to avoid the growth of armaments in the Pacific as elsewhere and we rejoice that American opinion is at present so earnest in that direction. We are ready to discuss with American statesmen any proposal for the limitation of armaments on their part and we undertake that no such overtures will find a lack of willingness on our part to meet them. Australia, New Zealand—indeed the whole Empire—is built on seapower which is necessarily the basis of the Empire's existence. We must, therefore, look to the measures that our security requires; we aim at nothing more and cannot possibly be content with less.

Mr. Lloyd George began his speech by dwelling on the post-war overstrain and exhaustion of nations, producing feverish restlessness and disinclination for steady work on the part of Labour. But the distress in Britain was not so bad as after the Napoleonic wars. Indeed, despite great unemployment and much labour unrest there was no actual privation. This was largely attributable to the self-sacrifices of the well-to-do. He was confident that the world was slowly settling down to face realities. An encouraging fact in the international situation was the increasing impatience with those seeking to keep the world in a state of turmoil and tension. Two of the most troublesome problems of peace had been settled, including the disarmament of Germany, though irregular formations in Bavaria were still giving trouble. He believed that that difficulty would shortly be overcome. The other problem, that of reparations, had baffled all financial experts for two years, but an expedient had now been devised and, it seems, had given satisfaction to the moderate and practical men of Europe. So far as we had been able to gather that also was the view of the Dominions which were directly concerned therein. He was most hopeful as regards the two remaining difficulties—the fixation of the boundaries of Poland and making peace with Turkey. Until these had been settled it cannot be said that peace had been established. The first essential of peace and reconstruction was that we should stand by the Treaties. The nations of the world realised their interdependence more than ever and the League of Nations stood as a witness of such realisation. There might have to be relaxations of treaties here and there, following the discovery of conditions, with the consent of all parties but treaties must stand where such consent was not forthcoming.

Mr. Lloyd George then referred to the relations between the Empire, the United States and Japan the text of which is given above. He continued that he did not propose to deal in detail with the agenda of the Conference, remarking, "We have no cut and dried agenda and we will discuss that amongst ourselves." He said that the British Empire was progressing very satisfactorily from the constitutional standpoint and otherwise. He mentioned among the post-war changes, Canada's decision to have her own Minister at Washington. This was a most important development, in which we willingly co-operated.

Mr. Lloyd George concluded by emphasising that the British Dominions and the Indian Empire had played, probably, a greater part in the war for freedom than any nation, except perhaps the very greatest Powers. "By our mutual exertions, constituting a testimony to British institutions which no other Empire in history can approach or emulate, and by a recognition of their achievements, the British Dominions had been accepted fully into the comity of nations by the whole world. They had achieved a full national status, standing beside the United Kingdom as equal partners in the dignities and responsibilities of the British Commonwealth. If there are means whereby that status can be rendered even clearer to their own communities and the world, we will be glad to have them submitted to the conference. India's achievements were also very great and she had proved her right to a new status in our councils."

FRANCO-GERMAN POURPARLERS.

Said to be Bearing Fruit.

Paris, June 15 (delayed).

The exchange of views between M. Loucheur and Herr Rathenau respecting the all-important problem of reparations is to be resumed at Paris shortly. Paris and Berlin opinions consider the first results decidedly favourable. French political circles almost unanimously approved the Government's move, which is said to be bearing the mark of realisation of the policy which M. Briand advocated upon assuming the Premiership—*Paris*.

CHINA'S STATUS.

Diplomatic Representation and Foreign Post-offices.

(Reuter's Service.)

London, June 20.

In the House of Commons, Commander Bellairs urged that, "in pursuance of our historic mission of encouragement to China, the Government raise the status of the British diplomatic representative to China to that of Ambassador, and negotiate with the five other Powers who have Post Offices in China for the withdrawal of the post-offices in recognition of China's status as a great Power."

Mr. Harmsworth replied that it was not proposed to raise the status of the British representative in the existing conditions of China, nor to negotiate for the withdrawal of the post-offices.

Commander Bellairs suggested that the pledge given at the meeting of Allied Ministers in August 1917 to do their best to see that China enjoyed higher international status was being violated. Mr. Harmsworth replied that he could not discuss the matter by question and answer.

The Question of Wei-Hai-Wei.

London, June 20.

In the House of Commons, Commander Bellairs suggested that the Government notify China that Britain is willing to negotiate for the return of Wei-Hai-Wei. Mr. Harmsworth replied that the Government did not at present propose to take any such action.

OPENING OF THE NORTHERN PARLIAMENT.

Precautions Regarding Their Majesties' Visit to Belfast.

London, June 20.

Extraordinary precautions are being taken on the occasion of their Majesties' visit to Belfast on the 22nd inst. to open the North Irish Parliament. Nobody will be allowed on the roofs along the route of the Royal procession, public-houses will be closed, and there will be extensive reinforcements of the constabulary and military, including the Irish Guards from Aldershot.

Speaker of Senate Elected.

London, June 20.

The Marquis of Dufferin has been elected Speaker of the North of Ireland Senate.

SURREY'S FINE FIGHT.

Exciting Match with Australians.

London, June 20.

At the Oval before 14,000 people in cool, cloudy weather, Surrey, on a fast wicket, made 175. Ducas scored 47 by good, easy batting. The Australians were dismissed for 158, after poor batting (Mayne 43). Hitch captured 5 wickets for 44 and Fender took 4 for the same number of runs. In their second innings Surrey have scored 35 for 1.

Derbyshire Bowler's Feat.

Yorkshire beat Warwick by an innings and 140 runs. Derby best Glamorgan by two wickets. Bestwick (Derbyshire) secured all ten wickets in Glamorgan's second innings for 49 runs. This feat has been not performed since Drake, of Yorkshire, accomplished it against Somerset in 1914.

THE COAL DEADLOCK.

Leaders Urge Men Not to Break Away.

London, June 20.

The miners are returning in considerable numbers in Nottingham and Derbyshire, but reports from other areas do not indicate that the men are resuming. The leaders are urging the men not to breakaway till the result of the Federation's appeal to the other unions is known.

COTTON TRADE DISPUTE.

Operatives' Executive Recommend Acceptance.

London, June 20.

The executive of the operative cotton spinners have issued a circular in connection with the difference of opinion at Manchester, unanimously recommending acceptance of the terms arranged last week. They declare that in the present state of trade better terms are impossible.

IRISH SHOOTING OUTRAGE.

Bodies of Three Officers Discovered.

London, June 20.

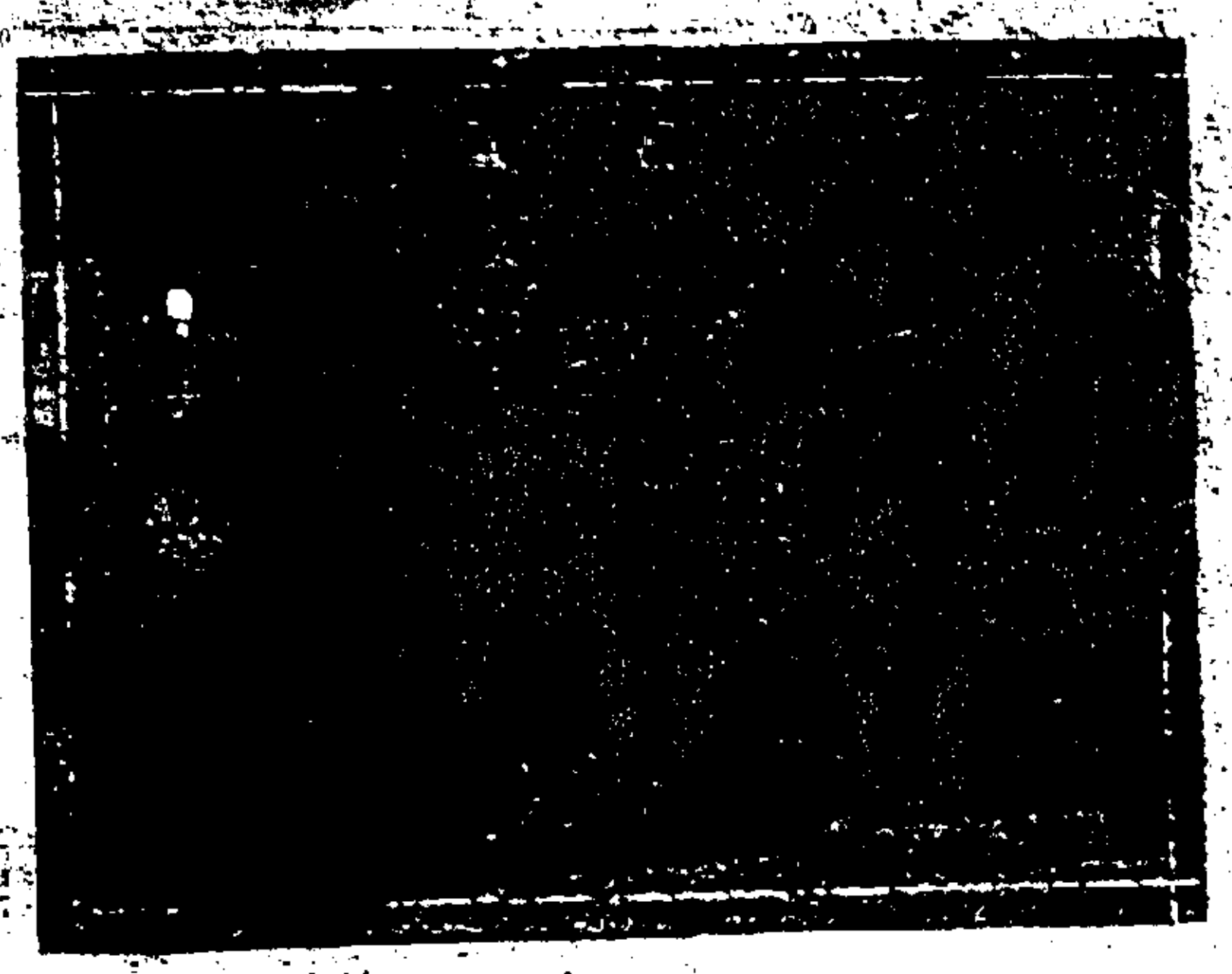
The bodies of three military officers recently kidnapped while walking in the district of Fethard were found to-day near Clonmell, where they had been shot.

TENNIS CHAMPIONSHIPS.

Shimidzu's Success.

London, June 20.

At Wimbledon, in the world's lawn-tennis championships, first round of the singles, Shimidzu beat Hotsumi, 6-1, 6-1, 6-1.



The members of the British Polo Team, which met the American team for the International Polo Cup last Saturday. Left to right: Tomkinson, Barrett, Wodehouse and Lockett (captain).

TO-DAY'S CHINESE TELEGRAMS.

Peking, June 21.

The Cantonese community in Peking who disagree with Sun Yat-sen has decided to petition the President, detailing the eight counts they have formulated against Sun. There are—illegal inauguration as President; the violation of national morality; the promotion of the common wives system; the introduction of Bolshevism; the introduction of terrorism; the attack on Kwangsi; profuse and illegal issue of bank notes; and a system of squeezing the people by means of levies.

A report from Kalgan states that the Chinese troops have been forced to evacuate Pongkong by a superior force of Mongolians who are now marching south.

Shanghai, June 21.

The tchun of Shensi has decided to prevent the troops from Chih entering his province and has also demanded the arrears of military payment from Peking.

EARLIER TELEGRAMS.

IMPERIAL CABINET MEETS.

London, June 20.

The Imperial Cabinet opened at 10 Downing Street, which was practically deserted except for a small party of journalists and photographers. Mr. Lloyd George, whose health has greatly improved, motored from Chequers this morning and made a speech, welcoming the Imperial representatives.

The Imperial Cabinet adjourned till June 25th after a speech by the Premier, which, it is understood, is most important. The text thereof will be issued later. The meeting was held in the Cabinet Room. The Premier and the members of the British Cabinet, including Mr. Churchill, Mr. Balfour, Mr. Chamberlain and Mr. Montagu, sat on one side of the table and the representatives of the Dominions and India on the other.

CROWN PRINCE OF JAPAN.

The Hague, June 20.

Prince Hirohito and Prince Kanin left this morning by special train for Louvain. The Foreign Minister and many officials and high dignitaries bid them farewell at the station. Vice-Admiral Vanbleyswike, the Japanese Minister at the Hague and others attached to Prince's Hirohito's suite during his visit to Holland accompanied him as far as the frontier.

After Prince Hirohito's departure the Queen of Holland telegraphed to the Emperor of Japan, cordially expressing Her Majesty's special satisfaction with Prince Hirohito's visit which left the most agreeable recollections.

(Continued on page 3.)

CANTON NEWS.

General Chan King-ming left Canton for Shikung yesterday for the purpose of inspecting the military situation. A staff of sixty officials accompanied him.

The situation on the south-west front is becoming serious and the cruiser Kwonghai with two aeroplanes have left for Kowchow.

It is said that Ngai Pong-ping, the commander-in-chief on the West River, has informed General Chan King-ming that if he would come to the Wuchow front personally the troops could capture Wuchow in thirty hours.

A reliable report states that the fighting on the south-west front has broken out in earnest, especially near Kowchow, and that it has been continuing for several days. Reinforcements have been sent from the neighbouring districts.

The Provincial Treasurer Ma has, upon persuasion by President Sun Yat-sen, agreed to resume his office and has decided that 50 per cent of the pay of civil officials for July and August will be made in provincial bonds.

A member of the Fatsan Chamber of Commerce who has been in military custody for refusing to buy provincial bonds, has now been set at liberty on purchasing \$1,000 worth.

We take the following paragraphs from the Canton Times:—

A party of Chinese capitalists recently returned from the Straits Settlements have been negotiating with local authorities for a charter to have Whampoa opened as a commercial port. The party is now staying at the Hotel Asia but some of the members of the party will soon leave for Hongkong to consult with some of the Chinese capitalists in that place inviting their co-operation. A very extensive scheme is presented to the local authorities embodying the construction of a harbour for the accommodation of ocean vessels.

As an echo of the various labour strikes in Canton which seem to have subsided, the workers on the Sunning Railway declared a strike a few days ago on account of the refusal of the managing director of the line to concede to their demands for an increase in wages and shorter working hours, and his subsequent rough treatment of the workers with the aid of police. It is said that those who negotiated with the director on behalf of the workers were arrested by the police employed by the railway. Now that a strike has been declared, the workers are said to be very firm in their demands and that the strike will not be called off unless they have gained the victory over the managing director who is considered a very obstinate man.

Through the amicable settlement arranged by Gov. Chen Chiung-ming, the various labour strikes seem to have ended and the workers in the different trades have practically all returned to their work. There are, however, cases of strikes in the smaller establishments, and friction between the workers and some dissatisfied labourers who have no employment is reported. Threats have been made to the managers of several small machine shops by unemployed workers that unless they suspend business, drastic action will be taken to injure their business. These shop owners have appealed to the officials for protection, and the officials are now taking necessary precautions to avoid any more disagreeable happenings between the employers and their workers.

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

THE OLYMPIAD OUTRAGE.

Shanghai, June 20.

The students charged with distributing anarchistic literature at the Olympic Games were sentenced at the Mixed Court to-day. One, for firing shots, was sentenced to ten years penal servitude and expulsion from the Settlement; three were given six months and the other was expelled from the Settlement. The British Assessor, Mr. Blackburn, announced the receipt of a letter from the Peking Anarchistic Party threatening with bombs to murder the Mixed Court assessors and magistrates unless the accused were released.

CHINESE TRUST COMPANY FORMED.

Shanghai, June 20.

Forty Chinese business men and bankers have formed a 12 million dollar trust company.

News in To-day's New Advertisements.

Kowloon residents should read the notice on page 4 referring to richshas.

The Admiral Line advise Consignees of Cargo that the "Suruga" is in port—Page 4.

The "Pera" is in port—Page 4.

Messrs. Manners & Baskerville, Agents, East Asiatic Co., Ltd. give Consignees of Cargo the usual notice on Page 4.

The Stewards of the Hongkong Jockey Club invite the ladies of Hongkong to be present at the Gymkhana on Saturday June 25.—Page 4.

New programmes of the Kowloon and Coronet Theatres appear on Page 12.

To-Day's Exchange.

The closing rate of the dollar on demand, to-day was 2s. 7½d.

The Weather.

2 p.m. Barometer:—29.66. Temperature:—87. Humidity:—75.

Lighting-Up Time.

Lighting-up time to-day, 7.11 p.m.

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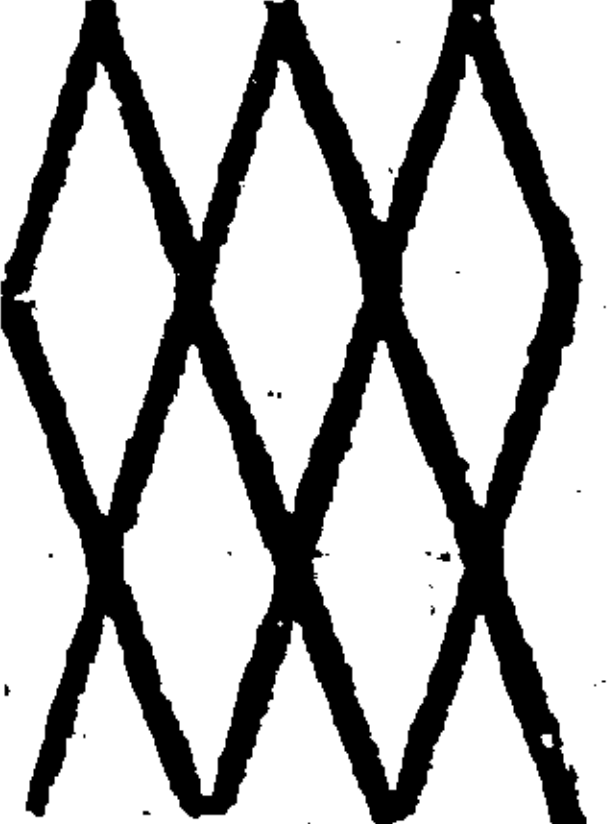
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NOTICE.

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New Scheme for Children's Early Endowment:—

Principal features: Small Premium, Liberal Surrender Value, No Medical Examination, Return of Premium in the Event of Death, and Numerous Options at the Age of 25.

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Ice House Street.

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In Bags of 250 lbs. net.

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APIOL & STEEL
PILLSA French Remedy for all irregularities.
Thousands of Ladies always keep a box
of Martin's Pills in the house, as they
are the first sign of any irregularity of
the System a timely dose may be ad-
ministered. These pills are the most recom-
mended, because they are gentle and safe.
All Chemists and Druggists sell them
throughout the World, or post free to
MARTIN, Chemist, Southampton, Eng.MARTIN'S
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MARTIN, Chemist, Southampton, Eng.

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Once Tried Always Asked For.
European Menus a la carte at
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Cold Drinks, Cakes, etc.Special Dining Room for dinner
parties, accommodating 40 per-
sons, with Drawing Room at
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PORCELAIN TUMBLERWITH HOLDERS, MIRRORS, ETC.
C. E. WARREN & CO., LTD.
SANITARY ENGINEERS.

30-32 Des Vieux Road.

MOTOR CAR FATALITY.

Need for Stricter
Supervision.

At the Magistracy yesterday afternoon Mr. G. N. Orme, in the capacity of Coroner, conducted an enquiry into the death of Kwan Shu-ki, the young son of Dr. Kwan Sum-in, a local medical practitioner. The boy died on the 13th inst. as a result of injuries sustained through being knocked down by a motor car owned by Mr. D. M. Biggar in Caine Road.

The following composed the jury: Messrs. C. G. Anderson, J. McCubbin and Ng King-tain.

Mr. M. K. Lo watched the proceedings on behalf of Dr. Kwan. So Wai, a servant boy employed at No. 1, Caine Road, said that at 8.45 a.m. on June 13th, he was walking along Caine Road towards Wanchai when a motor car passed him from behind. When he reached Ka Chan restaurant he saw deceased jump into the street from the door of No. 40, Caine Road. Deceased had just gone paces from his house when the car knocked him down. In his opinion it was travelling at an ordinary speed.

Answering Mr. Lo, So Wai said the car did not sound the horn at all. Deceased was on the road-side, close to his house, when the car knocked him down.

Mr. Biggar, who was in the car at the time of the accident, said his car was driven on the morning of June 13th by his Chinese chauffeur, who had been in his employ for about seven weeks. The car was travelling on a downward gradient when deceased jumped out from a blind doorway without touching the steps of his door. The car was travelling at a speed not exceeding twelve miles an hour. Witness had continually warned his driver not to drive fast in that locality on Caine Road.

He was in the back seat of the car and had a complete view of the accident. The car was travelling in the centre of the road, a little to the left. When the deceased jumped out, apparently to cross the road to get to his school on the opposite side of his house, the driver sounded his horn and jammed the emergency brake.

The car stopped at a distance of not more than five feet from the spot of the tragedy. He could not say whether the boy slipped and fell or the car actually knocked him down. The car skidded on after the chauffeur had applied his brake. The boy appeared to turn back to his house when the car approached, but it was too late. He was practically on the middle of the road when the chauffeur put on his brake. This particular portion of the road was very narrow.

Examined by Mr. Lo, Mr. Biggar said he believed it had been raining on the morning of June 13th. The gradient, he referred to, was always slippery, but he was of the opinion that if a car was travelling at a rate of about twelve miles an hour it could be pulled up at a distance of five or six feet from the spot where the brake was applied.

Mr. Lo examined the witness on the provision he made to prevent the car from involuntarily running down cross roads. Mr. Biggar considered that three feet from the edge of the road was sufficient to ensure the car's safety.

Examined by Mr. Anderson, Mr. Biggar affirmed that the speed of his car on the morning in question was not more than 12 miles an hour.

Traffic Inspector Garrod stated that he inspected the scene on the boy's death shortly after noon on the 13th and measured this spot. The skid mark of Mr. Biggar's car were still distinct. It extended five feet west from No. 40, continued for 32 feet in an almost straight line and slightly curved to the left for three feet. The mark marked out the centre of the road as the route taken by the car.

The brakes of Mr. Biggar's car were in perfect order. The stop where the accident occurred was part of a steep gradient. The whole length of Caine Road was dangerous to pedestrians when there was motor traffic, because there was no pavement, except a short sidewalk near house No. 40. The general instructions to the traffic Sergeant was to prevent speeding on that road, Caine Road would be widened in the near future, and the necessary plans were now in the hands of the Public Works Department. The authorised speed from Government House to the University was 10 miles an hour.

Examined by Mr. Lo, Inspector Garrod stated that if a car, which was going at a speed of 12 miles an hour, were pulled up in going down the gradient mentioned previously, the sudden application of the brake would cause a serious skid. There were a number of

schools on Caine Road, but the French Convent was the only school outside which was erected a warning post to motorists of the possibility of meeting school children. No such warning signs were displayed outside Chinese schools because Chinese schools often changed their addresses. In the gradient in question was a lamp post, which, in witness's opinion, constituted a danger to motorists, and should be removed. The speed limit of ten miles an hour was being vigorously enforced and traffic sergeants and constables had been instructed to take action against people for speeding. There were no policemen on point duty to regulate traffic in the vicinity of the accident during school hours, but the police visited the place now and then. The police had done everything possible to warn the Chinese of the dangers of wandering about absent-mindedly and slips of paper had been distributed to shops and dwellings some time ago instructing them how to avoid motor cars etc. Within the last two years, three boys had been killed by motor cars on Caine Road, in addition to minor injuries.

Examined by Mr. Anderson, Inspector Garrod stated that although the speed limit fixed by the police was 10 miles an hour, motorists sometimes exceeded that speed on Caine Road.

At the conclusion of his evidence Inspector Garrod informed the Court that the driver of Mr. Biggar was seriously ill and could not attend. The distressing accident had preyed upon his mind.

Addressing the jury the coroner said that it was difficult to obtain other eye witnesses. The driver of Mr. Biggar had apparently taken the accident too much to heart and was suffering from a nervous breakdown. He believed

that he could throw no fresh light on the cause of the accident. Mr. Lo: I don't wish to call him, if the cause of his illness is the death of the boy.

Mr. Biggar said his driver informed him through his comrade on Friday morning that he could not eat or sleep at night.

Mr. Lo then addressed the jury. He said that he did not appear to nail the responsible of the death of deceased to any party. The boy's death, seemed to be due more to sad circumstances, such as the dangerous condition of the road, etc., than to lack of human precautions. If the accident could have been prevented by proper precautions, what struck him was that the state of affairs, as to the condition of the road was such that it required to be looked into at once. Inspector Garrod had told the Court that within two years there had been three deaths caused by motor cars, all of the boys about the same age as deceased. Dr. Kwan, in asking him (Mr. Lo) to be in Court had but one object in view for the sake of the memory of the one he had lost, and that was to induce the jury to make strong recommendations to have the road improved. Should a verdict of accidental death be returned by the jury he would submit the following recommendations for their consideration: That the lamp post at the cross-road be removed at once, that the gradient be attended to without delay, and that stricter supervision of motor traffic should be exercised by the police on Caine Road during school hours, i.e. between 8 and 9 a.m. and the hours in the afternoon.

After a brief retirement the jury brought in a verdict of accidental death. The jury submitted the recommendations suggested by Mr. Lo.

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ICHANG AND WUCHANG.

Widespread Outbreak.* But
Trouble Subsiding.Reports from Ichang more than
confirm all that has been published
concerning the outbreak.Considerable interest was
manifest on the Bund on the morning
of the 7th when an armed
party was seen proceeding from
H.M.S. Gnat to Messrs. Jardine,
Matheson & Co. Kiang Wo, followed
a little later by H.B.M. Consul
and an armed Chinese guard. On
inquiry later in the day, it was
ascertained that three men, and
a woman, said to be an
officer's wife, had been discovered
on board the steamer. The men
were looters who had missed the
Sunday night's steamer and were
thus trying to get away on a
British boat. Examination of their
baggage revealed a large quantity
of loot, including pieces of silk,
blankets, fur coats and skins, and
many articles of clothing. It is
interesting to note that no opium
was found. Many of the articles
found were claimed by members
of the aforesaid company's
Chinese staff, which they declared
had been removed from Ewo Yu.The loot was confiscated and
the four guilty ones were handed
over to the Chinese authorities.

A BOYCOTT THREATENED.

The Chinese merchants and
shippers have intimated that all
shipments will cease after seven
days until the foreign firms get
some satisfaction from Peking
with a guarantee that in future
godowns will be safe and the
houses in which the merchants
live secure from attacks by
soldiers.A report from Hankow of June
12 says: The situation in Wu-
chang and the native city here
has been considerably ameliorated.
The trouble with the troops
is believed to have been satis-factorily settled. It is understood
that the remainder of the Ichang
and Wuchang looters have agreed
to disbandment on condition that
they retain their arms and booty;
and that small parties will be
allowed to retain their arms until
their arrival in the north, whither
they are to be transported by
train. It is also reported that
they are receiving three months
pay gratuitously.The Vice-Minister of War and
two other Governmental repre-
sentatives have arrived in
Wuchang for the purpose of in-
vestigating the situation there
and holding discussions with the
Tuchun regarding the restoration
of order.The cotton and other mills at
Wuchang re-started work to-day.
Hankow is quiet but some feeling
of unrest prevails, though there
have been no disturbances. Nego-
tiations for the transfer of goods
from the native city to the con-
cessions are pending.—Renter.A later report says: The
situation at Wuchang is reported
to be improving, and everything
is very quiet in Hankow. The
general opinion is that the trouble
is over for the present.

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LABOUR CONDITIONS IN JAPAN.

Impressions of a Special Correspondent.

An investigation into Labour organisation in the Japan has been conducted by Mr. W. P. Simms, the U.S. special correspondent who did Press duty throughout the world war and at the Peace Conference.

"There is very little unrest, social or political, in Japan, despite low wages, high cost of living and considerable unemployment."

It was Mr. Y. Suzuki who told me this in the course of an interview at the Tokyo headquarters of the Yuaikai, or Japanese Federation of Labour, writes Mr. Simms, who continues: Mr. Suzuki, "the Samuel Gompers of Japan," is founder and president of this organization. Literally Yuaikai—pronounced "You-ai-ky"—to rhyme with "high"—means "friendly love society," or, less literally, "brotherhood."

Mr. Gompers would find Japan a wonderful field for his organizing talents—if the police would let him operate, which they probably wouldn't—for though the country teems with workers they are still so badly organized that it may almost be said that there is no cohesion at all.

Furthermore, there does not seem to be any very great desire to get together, as labour in the United States has organized, though Mr. Suzuki declares the Yuaikai is growing right along—albeit very slowly, as it would seem to American leaders.

"The total membership of the Yuaikai numbers 35,000," the federation president said. "By this I mean those actually affiliated with the national body. Counting the independent organizations, or local unions, not actually part of the Yuaikai, but functioning as labour unions just the same, I estimate the total for Japan would be about a hundred thousand."

But Mr. Suzuki has no jurisdiction over the 65,000 outside the Yuaikai and such a thing as a nation-wide strike is out of the question. Local labour disputes and strikes are not uncommon but a steel strike, or a coal strike, such as those staged in America, could scarcely be brought about in Japan.

"Of the 35,000 members belonging to the Yuaikai," President Suzuki explained, "about 12,000 are iron workers; 10,000 seamen; 4,000 miners and so forth. Then there are—affiliated with us, however—the Miners' Federated Union of Japan, numbering about 20,000 members; the printers and pressmen of Tokyo numbering some 12,000; the Osaka Iron Workers' Union, whose membership would reach about 10,000, and other such organizations which work in harmony with us. To appreciate the true strength of Japanese labour all these must be taken into consideration."

YUAIKAI 9 YEARS OLD.
This may not appear very formidable as the result of nine years of "pains-taking work," but, considering the handicap, it doesn't look so bad.

There is no labour minister in the Japanese cabinet. Labour is looked after by the home department—corresponding to the American Department of the Interior—but it seems that there is no separate labour "bureau," the head of the police bureau of the home department also attending to labour, which fact may afford an idea of the official attitude towards labour and explain the slowness of the growth of the movement at the same time.

Every day, I was told, a police visit is paid to Yuaikai headquarters, a plain-clothes man arriving, usually in the afternoon, staying an hour or so and making inquiries as to the day's doings.

POLICE AT MEETINGS.

"Whenever meetings are in order the police are present and take down what is said. Further, they can, and do, stop speeches when they consider 'dangerous thoughts' are being expressed. As this is left to the discretion of the local police, what would be stopped in one district of the same city might easily get by in the adjoining district."

"The first attempt to form a labour federation was about 20 years ago," said Mr. Suzuki, "by a group of Socialists who had been in America." Locomotive engineers, iron workers, printers, munitions workers and other unions were formed, but the movement had a very brief life.

"There were several reasons for its lack of success," the labour leader told me, "but the fact that it was socialistic in character got it official opposition."

EARLIER TELEGRAMS.

ENEMY SHIPS.

London, June 20.
Lord Inchcape in a letter to the Times says that the 9 ex-German ships advertised for sale to British nationals only, which still employed German hands and had been repatriating refugees from the Baltic on behalf of the League of Nations, had been sold to a German buyer with the concurrence of the Reparations Commission. An uncommonly good price had been obtained, which it was impossible to obtain from British buyers. It had now been decided that after June 30 the market would be thrown open to the world for ships left unsold to British buyers. Lord Inchcape declares that the liquid resources of British shipowners appear to be getting exhausted, owing to taxation, high wages, strikes, etc.

THE ANGLO-JAPANESE ALLIANCE.

London, June 20.
The "Daily Telegraph" gives prominence to an article by Mr. Lennox Simpson ("Putnam Weale"), blaming the Anglo-Japanese Treaty for the turmoil and intrigue existing in China and contending that if the Alliance is allowed to lapse a remarkable change would ensue. China and Japan would become friends and equals. Mr. Simpson appeals to the Dominion Premiers to study and grasp the fact that the condition of China, coupled with Britain's and Japanese commitments, constitute the gravest menace to the Pacific.

INDIAN RICE.

Rangoon, June 20.
As a result of efforts to corner the rice market, the lowest quality of rice reached the record price of Rs. 530 per hundred baskets. There has been a panic among the merchants who have suspended business till June 20. Government action is expected.

RECONSTRUCTION OF DUTCH CABINET?

The Hague, June 20.
It is announced that the Queen received the party leaders on the Right in the Second Chamber on June 15th in order to discuss the possibility of a reconstruction of the Cabinet.

TROTSKY SERIOUSLY ILL.

Paris, June 20.
According to a Helsingfors telegram, Trotsky has cancer of the lungs, and his condition is serious.

MANY WOMEN WORKERS.

Mr. Suzuki estimates the number of employees in industrial pursuits in Japan to be approximately two millions. The official table furnished by the Department of Finance of the Imperial Government, he said, does not give a complete list by any means, this table placing the number at 1,429,177 for 1917, the latest available.

In the official figures women are in the majority as industrial workers in Japan, there 745,359 women recorded as against 683,918 men. This unusual situation is accounted for by the fact that in the textile industry women employees predominate to such an extent that, though male workers in all the other trades are more numerous, the lead is not overcome.

By classifications the figures are:
For textile factories (silk filatures, spinning, throwing, weaving, knitting, bleaching, dyeing, etc.): 108,295 males, 655,325 females; total, 763,620.
Machine and tool factories: 208,874 males, 13,492 females; total, 222,366.

Chemical works, ceramics, papermaking, lacquers, medicines, gums, toilet articles, etc.: 95,894 males, 42,875 females; total, 141,769.
Food and drink factories (breweries, rice, tea, canning, etc.): 51,903 males, 11,028 females; total, 62,931.

WAGES LOW.
Miscellaneous: 106,747 males, 49,404 females; total, 156,151.

Factories under government control (printing, tobacco, railways, army, navy etc.): 115,574 males, 32,239 females; total, 147,813.

Wages rose considerably during the war in Japan as elsewhere, but the tendency now is towards a reduction, according to Mr. Suzuki. According to the Osaka Chamber of Commerce, wages for the autumn months of 1919 (about what they now are, as the subsequent rise has about subsided) were:

Rice cleaners, 32 cents daily; sake makers, \$75 yearly; sweets makers, \$17 monthly; spinning, 35 cents daily; weaving, 25 cents, 38 cents; coloring designs on towels, 85 cents; tailoring, 60 cents; metal refining, 42 cents; forging, 60 cents; shipbuilding,

48 cents; casting, 58 cents; tin plate, 65 cents; glass, 60 cents; cement, 80 cents; brick, 60 cents; cabinet making 80 cents; barrel making, \$1.25; printing, 70 cents; building \$1; bricklaying, \$1.10; tile roofers, \$1.20; stone workers, \$1.45; gardening, 75 cents.

WANTS SUFFRAGE.

Mr. Suzuki attributes labour's situation in Japan to the lack of political and economic freedom. There is no universal suffrage and without this the labour leader declared the labour movement cannot meet with any real success.

"The law does not actually forbid strikes," he declared "but the much discussed Art. 17, of the police regulations, virtually deprives labour of the right of legal assembly. As practically no labourers can vote they can hope for no change in legislation until they get suffrage. Art. 17 reads: 'No person may do violence or intimidate or publicly slander others with the object mentioned in any of the following sections or to lure or instigate others with the object mentioned in Sec. 2.'

"1. To cause them to join or prevent them from joining an organization intended to take a concerted action in regard to conditions of labour or wages."
"2. To cause employers to discharge workmen or refuse offers of labour or to cause workmen to suspend work or to cause workmen to refuse offers of employment in order to effect a lockout or strike."

"3. To force the consent of the other party in regard to conditions of labour or wages."

I asked Mr. Suzuki if there is any general desire, among the workingmen themselves, for the right to vote. He shook his head. Elsewhere I was told that a very large number of Japanese who might vote by paying the \$1.50 property tax which would entitle them to the suffrage do not pay the tax, and so have no voice in government.

The family in Japan is the unit, not the individual, so when one member of a family is out of work he is taken care of by the others of his family until he finds something to do. This is not considered a hardship in Japan. It has always been the custom. Then the rule, of course, works both ways. The branch of the family who this spring must support the remainder of his kin, may next year, be, in turn, supported by them. It is all taken as a matter of course.

So the present unemployment in Japan does not create the unrest so general elsewhere in the world.

Whatever they may be tomorrow, the Japanese masses are to-day a fairly satisfied lot.

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The Hongkong Telegraph

HONGKONG, TUESDAY, JUNE 21, 1921.

ARCHBISHOP MANNIX.

We have already announced that Archbishop Mannix is due to arrive in Hongkong this week by the Japanese liner Kleist and that a reception for him is being arranged by the local Roman Catholic community. And we might as well take this opportunity of announcing, also, that a considerable section of British residents in this Colony view with very great displeasure the prospect of the visitor being "lionised." A writer to the *Hongkong Daily Press* said as much yesterday morning, giving it as his opinion that the shorter the visit the better the majority of Britons would be pleased. Let it be understood that in having our little say on this matter there is not the slightest desire to wound the susceptibilities of any religious body. The religious consideration does not enter into the question for one moment. We should feel exactly the same if the visitor were simply "Mr. Mannix."

In the summer of last year Archbishop Mannix of Melbourne paid a visit to the United States of America, intending from there to visit Ireland. Whilst he was enjoying the hospitality of a foreign country he saw fit to deliver himself of sentiments so violently anti-British that a considerable outcry was raised against him at home as well as in Australia. The British Government taking official notice of the matter when the Archbishop left New York on his visit to Ireland. He was never allowed to land in Ireland, was taken off the boat he was travelling on at Penzance and kept under official surveillance the whole time he was in England. He is now on his way back to Australia and is making a tour of the Far East en route. So violently anti-British were the sentiments expressed that even the Vatican expressed surprise at the utterances and advised the Australian prelate to "abstain from intemperate political manifestations." A leading Catholic Member of the House of Commons told that assembly that all loyal Catholics dissociated themselves from this "rebel Archbishop" and Mr. Hughes, the Australian Prime Minister on more than one occasion roundly censured this Irish sympathiser who had openly stated that he wanted to see England and America enemies, that he wanted Ireland to fight England and that he also wanted America to fight England. The mission to America was almost entirely political in its character and Archbishop Mannix's actions there were those of a political agitator. Speaking at Madison Square Gardens early in July 1920 he urged America to recognise the Irish Republic, said there was no risk of the Empire supporting England on the Irish question, and advised America not to rely on British friendship on the ground that Britain had never been more unfriendly in her heart towards America than she was then. In his misplaced zeal for the Irish cause he left no effort untried to cause war between the two great English speaking Powers.

And this is the man who is going to be given a reception of welcome and who is to be made a hero of. In his church he might be a big figure and his co-religionists have, doubtless, the right to make much of him in their own way. But we trust that there will be no misunderstanding. It isn't Hongkong that is giving that welcome. Loyal Britishers can have little sympathy with men who, in pursuit of a political end, fire at innocent signalmen working on English railways and try to terrorise the whole of the travelling public by such a proceeding: neither can they sympathise with men who will fire on dock workers going to their peaceful tasks, or murder women just because they are the wives of army officers. When a church dignitary, who should be preaching the gospel of love and peace, tries to make war in support of such rebels against the British Crown we quite unhesitatingly say that this Colony as a whole does not give him a welcome.

NOTES & COMMENTS.

The Coal-Strike Impasse.

Even the miners' executive, it is said and may well be believed, were surprised at the result of the ballot, with its overwhelming rejection of the proposed settlement. Attempts have been made to minimise the significance of the vote on the score of abstentions, and as some 35 per cent. of the miners did not vote it is just possible that their passivity turned the scale, seeing that a two-thirds majority was requisite for continuing the strike. The inference, however, is in the opposite direction, as the assumption is that the absentees would have recorded their votes if they had been kept upon resuming. It must be said that the poll brings out strongly the men's continued sense of dissatisfaction, and makes the prospect of peace appear more remote than ever, especially in view of the expiry of the Government's subsidy offer, on the one hand, and, on the other, the appeal to the Labour movement for an extension of the strike. The damage to the country, most of all to the workers, is in a literal sense incalculable. Mobilisation of the forces entailed an expenditure approximating to a million per day, if not more. Considering the number employed in the collieries, the loss of wages to the miners must be mounting up to a prodigious figure, and, of course, the stoppage of the mines has meant widespread closing-down of various industries. When the machinery and capital that are lying idle and the loss of markets are added to the bill, an expert statistician would be at a loss to reckon the total. At least it must be earnestly hoped that the deadlock will not be aggravated by an extension of the strike, particularly now that amicable counsels have prevailed with the engineers and cotton operatives. It is a singular circumstance, and one with a gleam of reassurance, that there is some belief in a desire on the miners' part, notwithstanding the ballot, to return to work, this belief being attested by the action of the mineowners in opening the collieries in readiness.

Ichang and Wuchang.

Reports to hand from Ichang and Wuchang, indefinite on some important points, make only too clear the chaotic conditions that have recently prevailed in those quarters. Very large numbers of Chinese of both sexes and all ages have met horrible deaths, and looting has been on a wholesale scale, a number of European and Japanese establishments being among the victims. In what reckless mood the rioters were evidenced by the attack upon the Japanese Consulate at Ichang, at first contradicted, now confirmed. If European and Japanese escaped without loss of life in the general melee, it must have been more by good fortune than anything else, for the soldiers were entirely out of hand. Evidently superstitious Wang (one of the triumvirate recently gathered at Tientsin and Peking) was alive to the expediency of placating the foreign victims, as a reparations committee is to deal with their claims (there are outstanding claims, by the way, in respect of a previous outbreak). The trouble is attributed to the non-payment of the troops, and the Wuchang soldier-brigade fixed up with the inhabitants an extraordinary compact by which they agreed to disband in consideration of retaining their plunder. Report says that quiet has returned. For how long? Opinions differ as to whether the riots will affect the prestige of Wang, who received a substantial sum recently for the pay of the troops. If his prestige is not affected, it ought to be.

Chinese Speculators.

According to the vernacular Press, a Chinese stock exchange, capitalised at a million dollars, is to be opened at Shanghai. The report contains the peculiar announcement that the exchange will conduct its operations at night—which does not signify, we trust, that they will not bear the light of day. A more ambitious project is announced for Canton, where an exchange with \$10,000,000 capital is promised, and the prospect is held out that it will prove a great boon to the business community. Exchanges, share or produce, can fulfil a valuable function. They can also prove a bane. Our Chinese neighbours delight in a flutter, and facilities for gratifying the propensity are increased by the growth of exchanges.

DAY BY DAY.

PRIVATE OPINION IS WEAK, BUT PUBLIC OPINION IS ALMOST OMNIPOTENT. — *Henry Ward Beecher.*

Last night Revenue officers raided a junk in Yaumati Bay and seized 175 taels of prepared opium and 286 taels of raw opium. No arrests were made.

The bogey pool competition, played over the Relief Course, Fanling, during last week-end (18th 19th & 20th instant), was won by Mr. J. D. Mitchell, 5 up.

A Chinese woman attempted to commit suicide yesterday by jumping into the harbour from the Fraya. She was rescued by the master of a cargo junk. She is now in Hospital.

A shop-lifter was sentenced by Mr. R. E. Lindsell this morning to four weeks' hard labour. He was arrested at Sincere's with a roll of white cloth under his long coat. He had stolen it from the second floor of the store.

Revenue officers succeeded in tracing on Sunday, among a four-foot high pile of coolie bamboo hats, 20,780 cigarettes cleverly concealed. The seizure was made on board the s.s. *Tailex*. It is presumed that a passenger had left them there. No arrests were made.

A Chinese lad received this morning twelve month's hard labour, twelve strokes of the "cat" and four hours' stocks for snatching an ear-ring set with diamonds, valued at \$150, belonging to a woman, who was walking in Wing Shing street. The defendant was arrested by a Chinese constable.

The owners of the s.s. *Chun-chow* were charged this morning in Mr. Orme's Court with failing to furnish, within four hours of the arrival of the vessel, a manifest of five cases containing 76,500 cigarettes. Mr. M. K. Lo appeared for the owners of the ship. The hearing was adjourned till next Tuesday.

Before Mr. R. E. Lindsell this morning four Chinese were charged with being in possession of five cases containing 120,000 cigarettes. The tobacco was seized by revenue officers last night on board the s.s. *Suiyang* from Macao. Mr. Mason applied for a remand till to-morrow, which was granted.

A successful whist drive was held last Saturday evening at the Wills Sergeant's Mess, at which the following were the prize-winners—Ladies: 1st. Mrs. Pryer (181), 2nd. Mrs. H. White (174), 3rd. Mrs. E. White (171), 4th. Mrs. Booth (171), 5th. Mrs. Phillips (135). Gents: 1st. Mr. Wheeler (177), 2nd. Mr. Smith (174), 3rd. Mr. Emond (173), 4th. Mr. Young (173), 5th. Mr. Booth (133). R.Q.M.S. Miller was M.C.

FOREIGN CHILDREN IN THE FAR EAST

are especially subject to worms, some of the indications of which are irregular appetite, bad breath, grinding of the teeth in sleep, pain and swelling of the abdomen, irritation in the nose. Baby's Own Tablets, the Canadian children's remedy, given for a few days, destroy worms, and a marked improvement in appetite and health speedily follows.

As an example of their efficacy in cases of this nature the evidence of Mrs. E. Morri on, Didsbury, North West Canada, is illuminating. She writes:

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THE RUBBER SITUATION.

Official Census to be taken in F.M.S.

(From Our Own Correspondent.)

Singapore, June 21. The F.M.S. Government has appointed a Collector of Statistics. His first duty will be to take a census of rubber acreage, output and stocks of rubber in estates and warehouses, regarding which there is at present unreliable information.

The report that the Dutch Government has instructed the Dutch East Indies to curtail their output, compulsorily if necessary, has not yet been confirmed.

LATEST SHANGHAI NEWS.

The Rice Situation.

(From Our Own Correspondent.)

Shanghai, June 21. The rice situation is serious, the Guild voting for the closing of shops on July 1st, rather than submit to the Municipal regulation licensing shops. The Municipal Council publishes lengthy correspondence this morning defending its stand on the grounds that it is necessary for the public to know the amount of stocks on hand in Shanghai.

To Prevent Strikes.

Annamite police are being trained as motormen and conductors on French trams to prevent future strikes.

Pity the Drivers!

A Chinese association, called the Life Protection Society, asks the Municipal Council to make novel regulations for motor car drivers, including punishment of chauffeurs killing pedestrians by locking the chauffeur in a room with a wax image of the person killed or injured.

The Public Garden controversy is prompting much correspondence in the newspapers, the majority favouring the retention of the old tree, and objecting to its cutting up the park.

ALLEGED MURDER.

Woman Brutally Killed.

A case in which a Chinese named Chan Sik-ling was charged with murdering a woman with whom he previously lived occupied His Honour Mr. Justice Gompertz at the Criminal Sessions to-day.

The Attorney General, the Hon. Mr. J. H. Kemp, K.C., conducted the case for the Crown and the Hon. Mr. H. E. Pollock, K.C., defended.

The Jury were: Messrs. R. B. Bristow (foreman), H. M. Xavier, C.T. Antonio, P. M. Xavier, W.K. Tsui, R. Taylor and W. Yuk-lun.

The Attorney General, opening the case, said that at 4 o'clock on the afternoon of the 11th May a man who was sitting in a shop in Reclamation Street, Yaumati, heard a noise and on going outside saw a man striking a woman. The man ran away, the woman chasing him into a shop at 448, Reclamation Street. Another witness would be called to say that the woman ran into the shop and collapsed. She was bleeding from a wound in the face and died shortly after entering. The prisoner ran towards the back of the shop and the witness lost sight of him and came to the conclusion that he got away by the back lane.

Later in that evening about 7 o'clock—a man who lived in the shop went to a cubicle to get some clothes and saw someone lying under the bed. He went away and informed a district watchman, who entered the cubicle and found the prisoner. He was wearing a pair of trousers upon which were blood stains. A knife was found sticking in the woman's body—a curious triangular knife, something like a spear. At the Police Station prisoner asked for his clothes to be sent for. This was done and in one of the pockets was discovered a dagger similar in shape to the one found in the woman's body. Other evidence would be given to show that prisoner and the deceased woman formerly lived together as man and wife. They apparently had quarrels and she complained about prisoner's conduct. They separated about the end of March and the woman went to live with another man. The Attorney General added that the jury might have some little difficulty in saying whether the man actually intended to kill the woman, but if they came to the conclusion that the wounds were inflicted by the prisoner, then it was their duty to

find him guilty. At the Police Station, in answer to the charge, the prisoner said "I admit the charge."

Dr. Smalley, medical officer in charge at the Kowloon Hospital, gave evidence of the injuries the woman had received. She sustained seven wounds, two on the near side at the right thigh about three inches long, one at the lower part of the abdomen about two inches long, the fourth on the right side penetrating the liver and abdominal cavity, the fifth on the near side at the right breast, penetrating the right lung, the sixth just below the mouth which ran directly inwards along the jaw for about three inches, then entering the mouth cavity and the seventh in the region of the right kidney. The abdominal cavity was full of blood. The wounds were all triangular and could have been caused by the dagger produced.

In cross-examination Dr. Smalley said he was not aware that the prisoner was an opium smoker.

Mr. Pollock put it to the doctor that assuming the man was a chronic opium smoker and was badly in want of opium he would become comatose.

Dr. Smalley: He would become irritable.

Dr. Smalley added he did not think there was any reason at all to presume that the man would become comatose after a long absence from chronic opium smoking. He had had a number of chronic opium patients in Hospital.

Dr. H. H. Scott, Government bacteriologist, spoke to finding blood stains on one pair of trousers produced. The dagger when brought to him had no blood stains upon it.

At one stage of the proceedings the Attorney General complained that a man had been seen talking in the passage outside the Court with one of the Crown witnesses.

His Lordship asked that he be brought into Court.

"I am informed by the learned Counsel that you have been speaking to a witness for the Crown," said His Lordship, when the man appeared before him.

The alleged offender denied speaking to a Crown witness. "I was speaking to some other people," he said, "when the police came up."

His Lordship: To whom were you speaking?—To a man who has just gone out.

What is his name?—I think his name is Wah.

His Lordship asked Mr. Pollock if the man before him was one of his witnesses.

Mr. Pollock said he saw the man yesterday afternoon, but he doubted whether he would call him as a witness.

His Lordship:—I wish the police would bring in the witness for the Crown to whom this man was seen speaking.

The Crown witness in question was accordingly brought in and His Lordship asked him what it was the other had said to him.

The Crown witness replied that the man said: "How is it you have gone in and come out so quickly?" He said nothing else.

The Attorney General asked the Court to warn the offender and His Lordship said he had better keep away from Crown witnesses. If it had not been for the witness it would have been his duty to commit him to prison at once.

The case is proceeding.

TO-DAYS, MISCELLANY.

Few people are aware that G. F. Watts, R.A., the great Victorian artist, has left curious traces of his art in the pavilion of Lord's. It was not because Mr. Watts was interested in cricket so much as that he was always studying the human frame and its postures. So he sketched cricketers in various positions wielding a bat at the wicket. They are masterly little sketches, and show the variety of G. F. Watts' style.

Appropos the pearl culture story, a writer in a London journal states that the idea that the oyster produces pearls because a grain of sand has got into its shell has long ago been exploded. From its natural habitat, every pearl oyster must have thousands of grains of sand or other bodies lodged against its lips in each tide. Plainly, from the small percentage of pearl-bearing oysters, the pearl is a disease. Just as uric acid produces stone or gravel in humans, so does some similar irritant produce the pearl in the oyster.

Apparently the Japanese have discovered a way of artificially setting up this irritation. The only difference in the result seems to be that whereas the Japanese culture has a "core," the natural is throughout the same. Though one may remove the multitudinous skins of the real pearl until whittled down to nothing, it is impossible to discover in the centre anything differing from the pure composition of the pearl.

Between Ourselves

By Robt. MacWhirter.

I never was one to keep harping on the "I told you" string. It never gets ye anywhere on the how. Being a prophet of the worst that's likely to happen is a what ye would call a popular pastime at any time. I aye notice that the foreteller o' good news is generally wise ahint the hand while there's scores o' the other kind on ferry or tram to let ye know about the drop in exchange, the wet day it's going to be the morn or the rapid rise in rents next month. Realising that then, I'm no looking for anything out o' the ordinary when I merely remark in passing that the miner's ballot was just what I said it would be—and more's the pity in a way.

Reuter wi' his tongue in his cheek doesn't understand how it is that the miner can be so obstinate and how it is that they've deliberately thrown away a cumshie ten' million pound bonus. What do they want? we can almost hear him say.

Mind ye, I never had much time for old Bob Smilie. He aye seemed to ruffle ye the wrong way. Folks that live before their time have that sort of way wi' them onyhow. But there was nothing bad or revolutionary behind his statement the other day when he said that "Even if the reduction had only been 6d. per day, the miners would not have accepted."

In my humble opinion Bob was merely stating a fact. The knowledge that they intend fighting for it, should make it this means they're compelled to Colony that it's something more than a question of wages that's involved in the present dispute. Now it doesn't necessarily follow that that something is political. What is it then? Put plainly it simply amounts to this: that the miner refuses the offer of a bribe, for he considers it canna be onyway deal wi' the fundamental cause of the present strike.

For the Government to give a subsidy in order to lessen the blow over a few months in the matter of wages reduction is just like putting a nice oatmeal plaster on a cancer. The ten million pound plaster would have only postponed for four months the irritation offered by the coalowners last March. Patching at this business will do no longer.

The history of disputes in the coalfields has simply been a succession of strikes and lock-outs mostly caused by the difference in wages as between district and district. The miners say, rightly or wrongly, if there is ever to be peace and the coal industry established as a real going concern, wages and conditions must be treated as one all over the country. They're tired of one place being played off against another. The one obstacle is the uncompromising attitude of the coal owners. Simply because they have put their foot down on a National Wages Board, the Government has done likewise. If the sellsome folks at Whitehall would only publish all its interviews wi' the owners we would then be in a position to judge whether the coalowners or the miners have dictated to the Government and held up the country to ransom. I blame the coal-owners for the whole business.

The miners want a lasting settlement this time and it'll have to be got. Starving them into submission won't do. If by very plain to everybody in this accept district settlements—and even though the strike is nearly three months old, if I know the spirit of the men aight it will be some time before that happens yet—it will only mean a temporary settlement, wi' a fight again later on.

It looks as if it's going to be a proper "red up" this time. Better that it should be so and finishd wi'.

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POLICE DRIVER
SUMMONED.STRING OF CARS KEPT
BACK ON REPULSE
BAY ROAD.MR. H. A. LAMMERT
TAKES ACTION.

In Mr. R. E. Lindsell's Court this morning, the driver of Police car No. 11 was prosecuted at the instance of Mr. H. A. Lammert for obstruction on the road to Repulse Bay on the night of the 11th instant.

Mr. T. H. King, the acting D.S.P., said he took the responsibility in this case from the driver entirely. He proposed later on to go into the details of the case.

The driver said he did not know he caused any obstruction to passing cars. He was going at 20 miles an hour with Mr. King in the car.

The Magistrate. If the other car wanted to pass you it would have to go 25 miles an hour?—Yes.

Mr. H. A. Lammert said: On Saturday, the 11th instant, I was going to Repulse Bay at 8.15 p.m. driving my car 371. While approaching Aberdeen Dock I saw lights of two or three cars preceding me. After going through Aberdeen village I caught up with the hindmost car. I did not take note of the number. I sounded my hooter in order to pass the car. I noticed all the cars ahead were going at a slow speed. I came to the conclusion that they were evidently a party and wished to keep together. The last car in the string gave way and allowed me to pass. Then I came up to the leading car. Thinking that he did not hear my signal, I signalled again. The driver of the car took no notice of my Klaxon. This car got into the middle of the road. I sounded the Klaxon rapidly and still the car took no notice. Mr. King turned round and looked in my direction. The driver of this car forced me to go into second gear. According to Police regulations he did not keep to the left of the road. I came to the conclusion that Mr. King was determined I should not pass. After Deep Water Bay, on the rise at the corner, I thought I might try again but the driver

bore out to the right, giving me room on the left which I would not take. Going up the incline to Repulse Bay I did not want to keep on his heels. At the bottom of the Repulse Bay Hotel most cars go on top gear but I changed to second and even then I caught up to No. 11 car. He almost forced me into low gear. That is all. I do not know what Mr. King's idea was. It was want of courtesy. My car is a Buick five-seater. I consider I was travelling at less than fifteen miles when I was trying to pass the car. Mr. King's speed must have been fifteen miles. I was driving myself. My driver bent down and looked at the speedometer and said the speed was 13 miles. This was along the straight just where the Peruvian Consul's car was smashed.

Mr. King:—Approaching Aberdeen Docks you said we were travelling at a slow speed. This is within the Control?—Yes.

After leaving Aberdeen what speed would you estimate the car was travelling at?—It is hard to know at night.

What speed were you travelling?—I reckon I was going twenty miles.

You say I turned round. Travelling at night, if you turn round when a car is coming you see nothing but a blaze?—You can see the lights.

There is nothing personal in this?—Oh no. I always thought very highly of you.

What was your speed when you passed the brick works?—The same as yours.

Within 17 or 15 miles?—It remains to prove whether your speedometer was correct.

When you got to the bottom of the hill at the Golf Club did you think you had an opportunity to pass. You said car No. 11 was going to the left a bit. I put it to you that you could pass? I could have passed. It may have been a trap.

Coming up the hill just behind the control signal leading to the Golf Club there are two or three wide extensions. Could you have passed then?—I could have passed on the left side. I could not pass on the right as I was afraid of the embankment.

I put it to you that you could have passed?—It is not a nice road to pass. After the control there are one or two nasty corners.

You said you tried to pass. I put it to you that you did not

want to pass?—You did not allow me to pass.

After you got past the crossing at Aberdeen what did you assume was the maximum speed of the car behind Car No. 11?—I do not think it touched fifteen miles.

What do you consider to be reasonable time to drive from the University to Repulse Bay Hotel?—25 minutes.

It is not unusual on Saturday nights to find a string of cars, say, three or four cars?—It is very unusual to see a string of ten cars.

Mr. King remarked that it proved the cars must have been going at a slow speed.

When you got to the Repulse Bay Hotel did you count the cars behind?—I did not.

Did you notice the Hotel clock when you went in?—No.

You had to get into second gear at Deep Water Bay going to the Hotel?—Yes.

Mr. King gave evidence saying on the night of the 11th instant he was going to Repulse Bay and was seated in the front seat. He had a wrist watch and the speedometer was close to him with a good light.

The car stopped at the University to pick up a passenger. He left the University at 7.30 by his watch. The car stopped at the Repulse Bay Hotel at 8.33. Before reaching Pokfulam the driver had to put his wind screen horizontal owing to the lights of cars from behind.

He started going down Dairy Farm hill on top. Witness told him to go slow and the driver went into second. Beyond Aberdeen on the first causeway the road is not good and the speedometer registered there 15 miles. Witness heard cars behind. There was a clearance of two to three feet only on the left of the car from the edge of the causeway. No car passed him. At the second straight the speed quickened up to 15 miles. The car entered the control at the Paper mills. The control speed was ten miles. The car entered that control at 15 to 17 miles on top gear. Witness asked the driver to slow. At Deep Water Bay witness asked the driver to keep to the left. The car went through Deep Water Bay at 15 to 17 miles. It was in the Police control. There was an absolutely clear road. The Klaxon horn was being sounded five or six times. Beyond the straight and at the end of the control the driver changed gear, and the speed dropped to ten. He was not in the middle of the road. The car picked up and took the hill at 15 miles per hour. The road is widened there and the car behind could have passed the car easily. At no part of the road could a car have passed on the left hand side. At the Hotel approach the driver changed to second gear and stopped at the second doorway.

Mr. Lammert contended that when a driver, who had been on the middle of the road, swerved it was an invitation for a coming car to pass.

Mr. King said the signal should be a wave of the hand.

Mr. Lammert said that the chauffeurs of all cars were frightened to pass a Police car. They in fact seldom passed a Police car. He desired that to stop.

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The Magistrate said the whole thing hinged on the speed.

Mr. Lammert to Mr. King: Did you pass any car on the road?—No. I do not recollect passing any cars.

Did you have your speedometer checked? Will you swear that your speedometer registered fifteen or seventeen miles?—The speedometer has not been tested, but it is in good working order.

Jumma Khan, the driver of car No. 11, said that he had had his licence two years and had never had an accident on the road. When he got out of the control beyond Aberdeen his speed was 17 to 18 miles. He was driving under the instructions of Mr. King. He was not all the time in the middle of the road. On his right there was enough room for a car to pass. He did not remember passing any car going to Repulse Bay.

Mr. Lammert: You say that after Aberdeen you were driving on the left side of the road?—I was more on the left than on the right.

The Magistrate remarked that he knew that the road was bad after the first crossing.

Mr. Lammert: Why did you not, when I blew my horn, go to the left and let me pass?—I did give room.

Did you signal to me with your hand to pass?—Yes, I sounded my horn and signalled with my hand.

Mr. Lammert maintained that the signal with the hand was never given.

The Magistrate: The whole matter is the speed.

Mr. Lammert: And the hold-up? There were four cars from Aberdeen and nine or ten cars behind me. The congestion happened along that road.

Mr. King: There is no evidence that there were nine or ten cars. There were four or five.

The Magistrate: The whole question is whether the car was going at a slow speed.

Mr. Lammert: If Mr. King's evidence is a wash-out—

Mr. King: Why should my evidence be taken as a wash-out? Mr. Lammert: Why should my evidence be taken as a wash-out?

After a protracted discussion it was argued that the hearing be postponed to enable the speedometer of car No. 11 to be tested.

Gymkhana Training Times.

PONY'S NAME.	Distance	This Morning's Gallops.							
		1/4 Mile	1/2 Mile	3/4 Mile	1 Mile	1 1/4 Miles	1 1/2 Miles	1 3/4 Miles	Last quarter
Louza	1	—	—	1.54	2.27	—	—	—	33
Tweedledum	1	—	—	1.58	2.33	—	—	—	35
Frampton	1	—	—	1.56	2.30	—	—	—	34
Mountain Stream	3/4	46	1.22.2	1.58	—	—	—	—	35.3
Spyrie	1	40	1.17	1.50.3	2.26	—	—	—	35.2
Frome	1	39.2	1.17	1.53	2.27	—	—	—	34
Jawleyford	3/4	34.2	1.09.1	1.41.1	—	—	—	—	32
Don Juan	1	46	1.26	2.04.1	2.41	—	—	—	36.4
Lighting	3/4	35.3	1.12.2	1.45.4	—	—	—	—	33.2
Repulse Bay Chief	1	43.2	1.21.4	1.57	2.30.2	—	—	—	33.2
Spillit Child	1	39.3	1.17.3	1.53	2.25.4	—	—	—	32.4
Tiddlewinks	3/4	36.2	1.11.3	1.43.3	—	—	—	—	32
Moerland King	3/4	42.3	1.20	1.55	—	—	—	—	35.3
Forest Child	3/4	36.2	1.10	1.43.3	—	—	—	—	33.3
Flywheel and Leighton	1	40	1.16	1.52	2.25.2	—	—	—	33.2
Pawnshop	3/4	40	1.17.4	1.53.3	2.26.2	—	—	—	32.4
Black Nut	3/4	40.2	1.16	1.53	—	—	—	—	37
Harlequin	1	45	1.21	1.56.2	2.30	—	—	—	33.3
Misserimus	1	35	1.09	1.45	2.19.2	—	—	—	34.2
Coal King	3/4	43.3	1.21.4	1.54.2	—	—	—	—	32.3
King Harry	3/4	37.2	1.13.1	—	—	—	—	—	35.4
Quo Vadis	1	39	1.16.3	1.50.1	2.25.1	—	—	—	35
Dekko	1	34	1.11	—	—	—	—	—	37
Dandy Child and Beggar	1	38	1.16	1.52.3	2.26	—	—	—	33.2
King	1	39.3	1.14	—	—	—	—	—	34.2
Wee Mouse	1/2	—	1.35	2.17	2.52	—	—	—	35
Shooting Star	1	—	1.51.1	1.51.2	—	—	—	—	36.1
Savannah	3/4	38.2	1.24	1.56	2.31	—	—	—	35
Merrysand	1	47	1.31.1	1.49.4	2.27	—	—	—	37.1
Lame Duck	1	36	1.13.1	1.45.3	—	—	—	—	32.2
Nelson	3/4	39.3	1.17.3	1.53	2.29	—	—	—	36
Carpenter	1	40	1.17.3	1.53	—	—	—	—	34.3
Tuckshop	3/4	34.1	1.09	1.43.3	—	—	—	—	34.3

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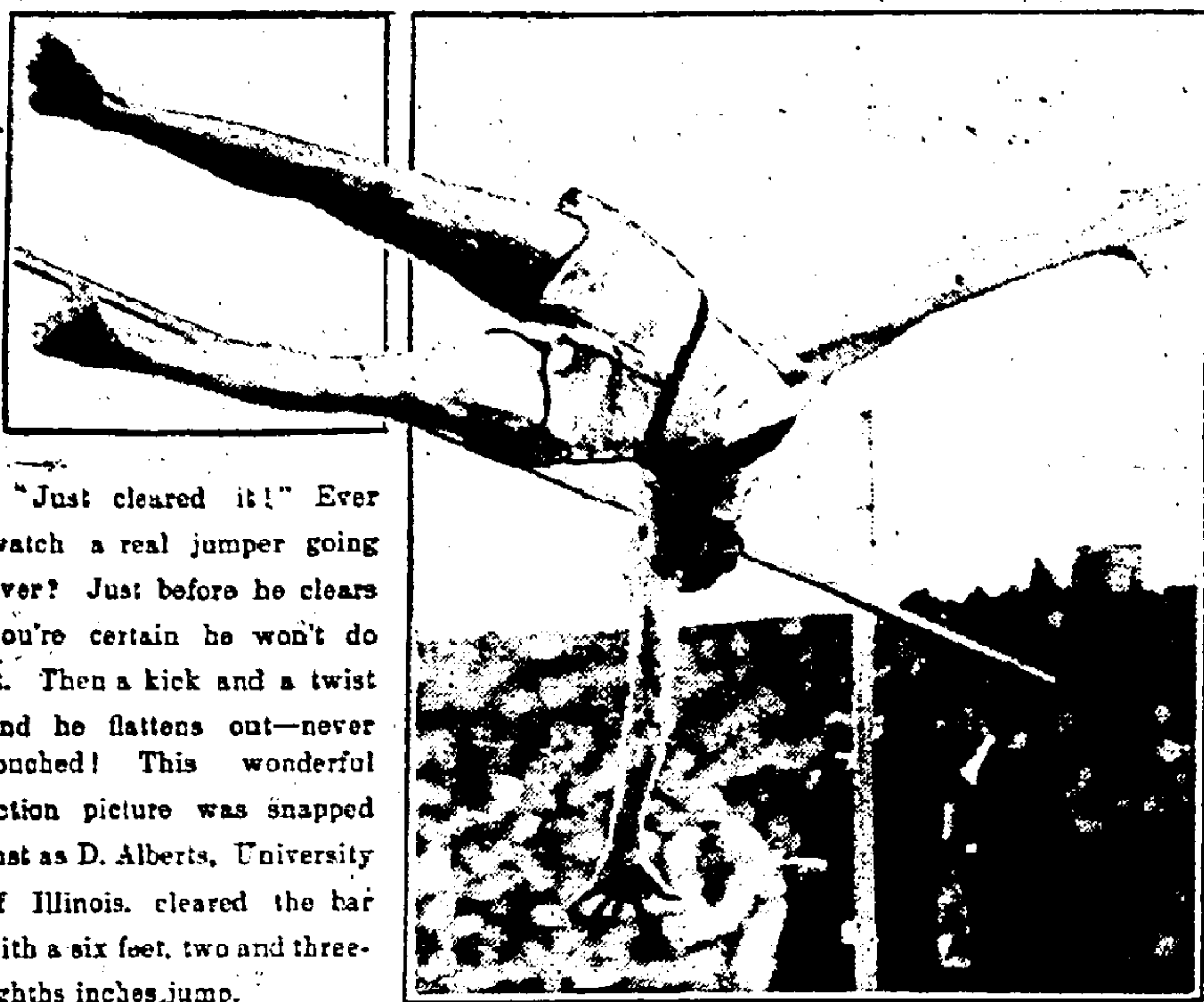
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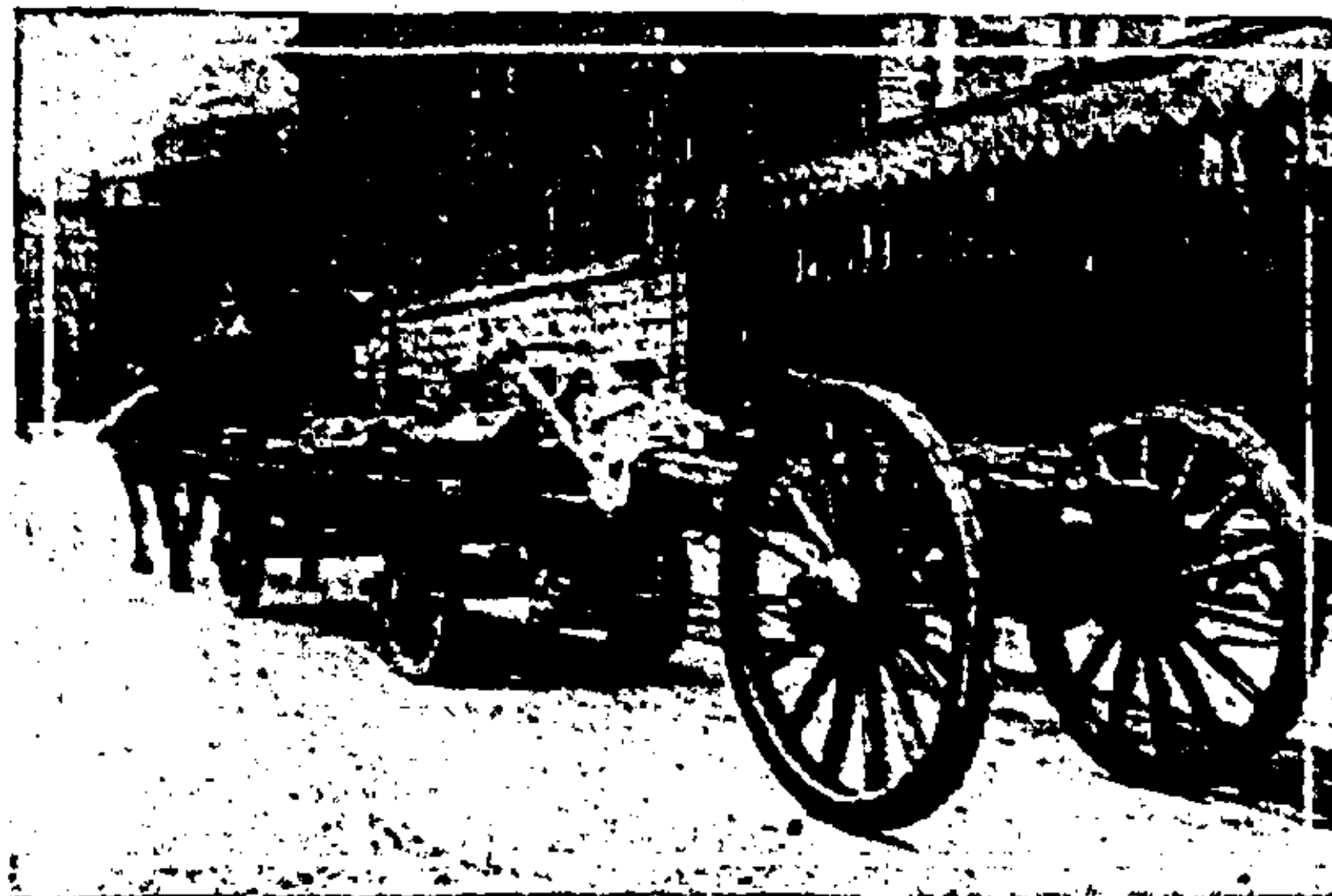
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CAMERA NEWS



"Just cleared it!" Ever watch a real jumper going over? Just before he clears you're certain he won't do it. Then a kick and a twist and he flattens out—never touched! This wonderful action picture was snapped just as D. Alberts, University of Illinois, cleared the bar with a six feet, two and three-eighths inches jump.



Germany returns captured guns. Many of these old-time cannons were taken from France in 1870, but they are to be returned. Photo shows one shipment.



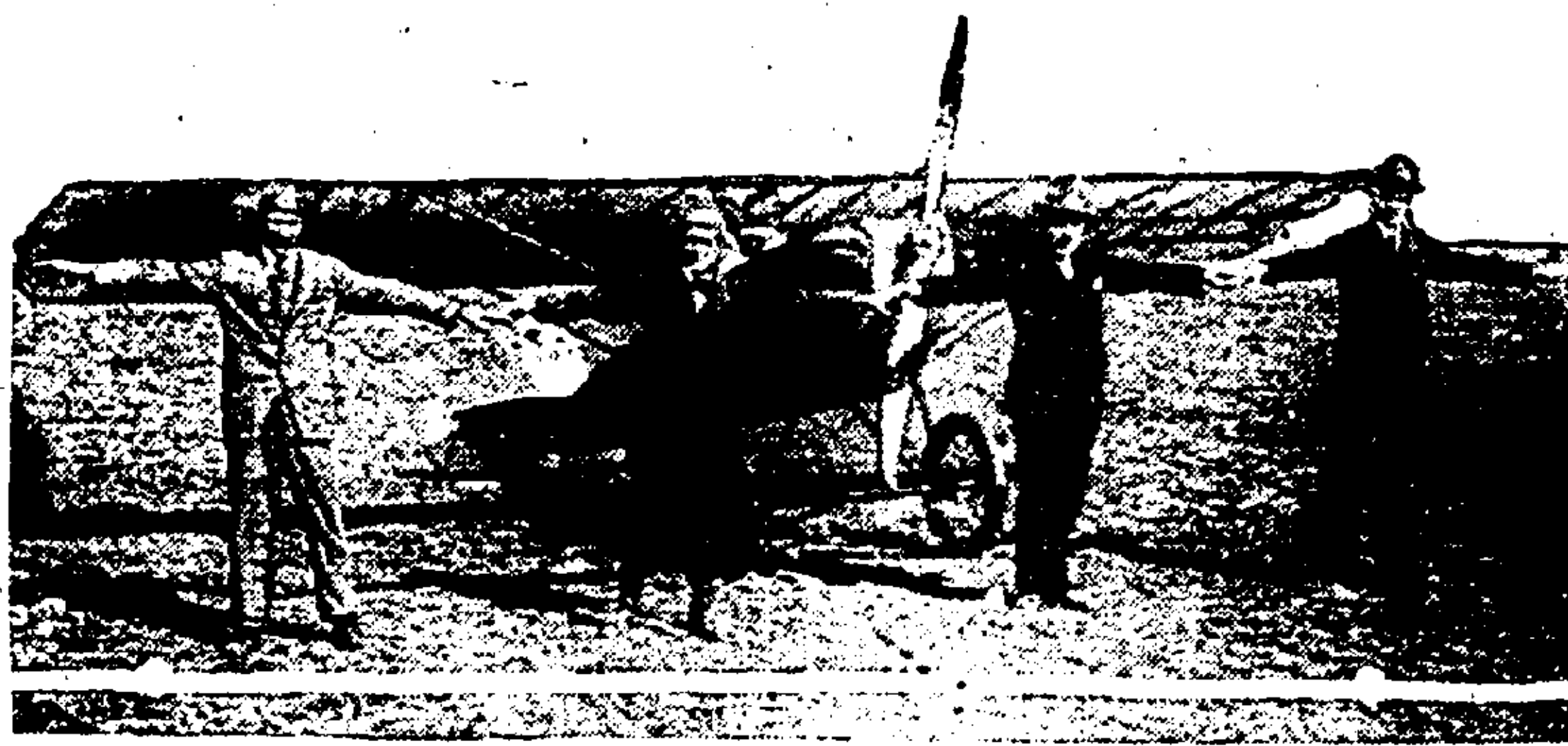
The fact that they are nearing three score years in age doesn't prevent these English-women from playing golf. They were two of the prominent veterans of the game who helped to recently organise the veteran ladies' golfing Society at Raneleigh. Members must be over fifty years of age.



Harry Piel, the cinema daredevil of Germany, is shown performing a "hair-raiser" for a new film. High above Berlin he rides a bicycle across a tight wire while "the girl" with whom he's escaping, hangs suspended by a rope.



Do you know one fish from another? All right, what's this one? The fish is 17 feet long and weighs a ton. But no one who has seen it can name it.



The Rieseler brothers, two of Germany's foremost aeroplane constructors, have built what is believed to be the smallest aeroplane ever constructed for general use. It is designed for pleasure flying. It has a wing spread of five metres and weighs a trifle over 300 pounds. The wing spread is no wider than the arm spread of four men, as the photo shows. The machine can travel 120 miles an hour and is driven by a twenty-eight horsepower motor of two air-cooled cylinders.



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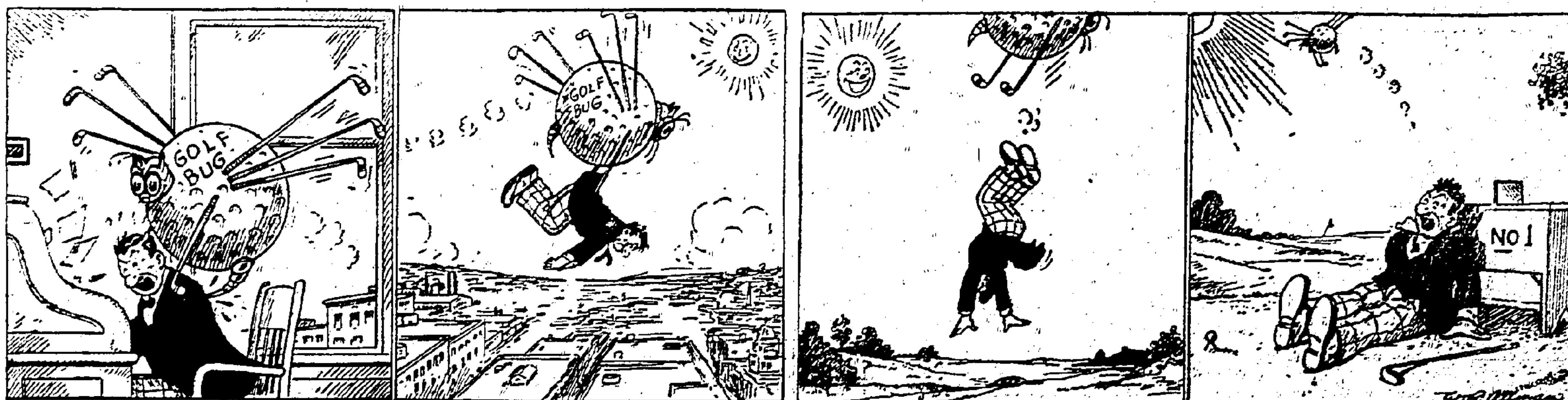


In preparation for his fight with Georger Carpentier, Jack Dempsey, world's heavyweight champion, is training at the farm of Freddy Welch. Photo taken on their arrival. (Left to right) Jack Dempsey, Mrs. Dempsey, Freddy Welch and Mrs. Welch.

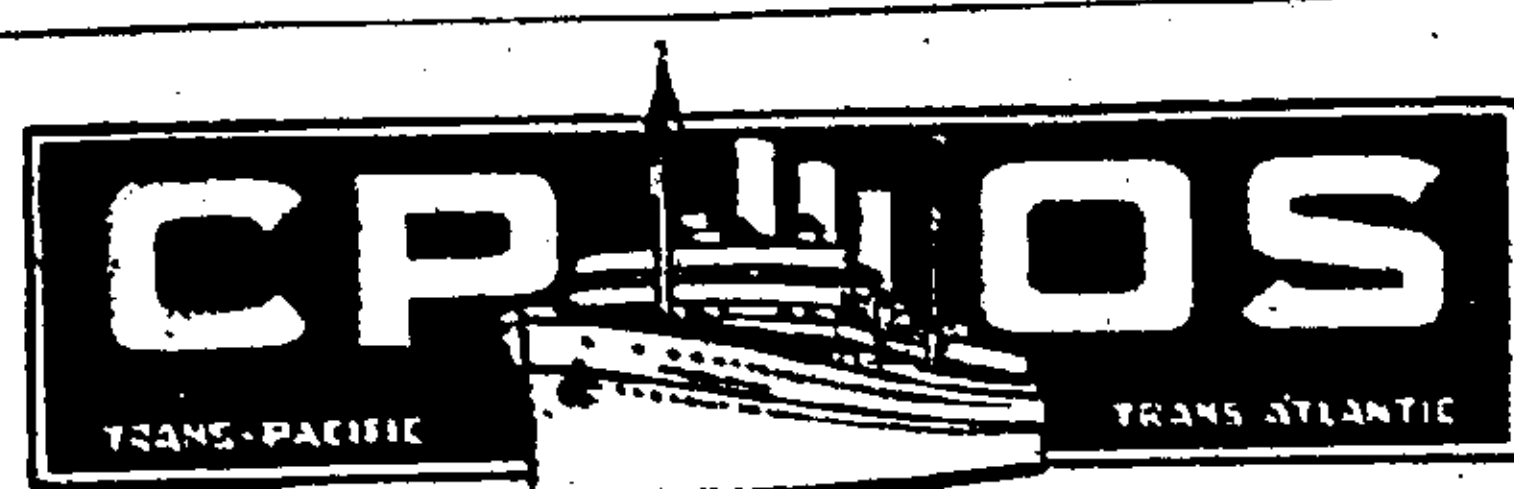
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E. Russia	Aug. 15	Sept. 5	E. France	Sept. 10	Sept. 16
E. Japan	Aug. 15	Sept. 5	E. France	Sept. 10	Sept. 16
E. Asia	Aug. 15	Sept. 5	E. France	Sept. 10	Sept. 16
E. Russia	Aug. 15	Sept. 5	E. France	Sept. 10	Sept. 16
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Operating U. S. Shipping Board steamers

Between

SEATTLE-TACOMA-VICTORIA-VANCOUVER

and

CHINA, JAPAN and PHILIPPINE ISLAND PORTS.

S.S. WEST JAPPA 15th July.

Further sailings to be announced later.

Through Bills issued to all Overland Common points in U.S. and Canada.

For rates and full particulars apply to

FRANK WATERHOUSE & CO.

3rd Floor, Prince's Building.

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PACIFIC SHIPPING.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

FOR BOSTON & NEW YORK.

Sailings from Hongkong.

"DEUCALION" ... via Suez Canal ... 3rd July.

"CITY OF NORWICH" ... via Suez Canal ... 15th July.

Calls at Boston.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.

HONGKONG & CANTON

REISS & CO. CANTON.



(THE YAMASHITA S.S. Co. Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN

KEELUNG, HONGKONG & HAIPHONG

Sailing from Hongkong.

FOR HAIPHONG via Pakhoi

S.S. "HOZU MARU" ... on or about 23rd June.

FOR KEELUNG via Swatow & Amoy

S.S. "TAIKWA MARU" ... on or about 23rd June.

For further particulars, please apply to—

M. KOBAYASHI,

AGENT.

Branch Office.

No. 37, Bonham Strand, West.

Tel. No. 153.

Top Floor, King's Building.

Tel. No. 140.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Sailings:—To Canton daily at 8 a.m. (Sundays excepted) & 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) & 5 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

To Macao—Daily at 8 a.m. & 2 p.m. (Sundays at 9 a.m. only.)
From Macao—Daily at 8.00 a.m. and 2 p.m. (Sundays at 5 p.m. only.)

Further information may be obtained at the Coy's Office, H. H. Mansions or from Messrs. Thos. Cook & Son, Booking Agents, Hongkong.

CANTON NEWS.

MINERAL RESOURCES OF SHANTUNG.

The Ministry of Agriculture and Commerce has sent a foreign expert on geology to Shantung to investigate and report on the mineral resources of the province.

BANK OF MONGOLIA.

The chairman of the new Bank of Mongolia and Tibet, which has a capital of \$10,000,000, will be Chen Ting-chi, the Vice-Controller of the Bureau of Mongolia and Tibetan Affairs.

CHINESE RAILWAYS AND ROADS.

The Hunanese Railway Association has petitioned the Government for the administration of the section of the Canton-Hankow line which is being commenced between Chuchow and Hengchow. The Peking-Railway Administration proposes the expansion of the Mankow Works. Now that the line to Su-yuan has been completed, repairing shops for locomotives, wagons, and carriages, electricity power house, machine shops, and stores will be enlarged to meet the increased needs of the railway. The establishment of similar works at Tatum and Su-yuan and warehouses at various other points is also under consideration. All the roads have been finished at Nantunghow except the Yu Si and Pai Pu roads.

EXPERIMENTAL SERICULTURE.

Since the union of the Nanjing branch of the International Committee for the Improvement of Sericulture in China and the Department of Sericulture, College of Agriculture, National Southeastern University, remarkable progress has been made. A piece of ground covering an area of 200 mow has just been brought by the Committee for the purpose of establishing a sericulture experimental station. It is planned to construct a number of sericulture halls both for research and for experimentation, and to plant domestic and foreign varieties of mulberry, nursery trees. The aim is to make the Station an ideal home for silkworms and mulberry trees and model sericulture farms. In the near future, the area of the land will be further extended.

COTTON IMPROVEMENT.

The laying out of cotton experimental stations in the provinces of China is proceeding. The station in Kiangsu covers an area of 480 mow and further expansion is expected in the autumn. At Chenchow, Honan, a piece of ground covering 230 mow is devoted to this purpose. Mr. Sun En-lung M.A. is to undertake an investigation later in the year in connection with the movement, and if necessary, he will give demonstrations on modern cultivation and fertilization methods. The number of Cotton-growing Experimental Stations in Chihli is to be increased to ten. They will be laid out in the following localities: Yenkingchow, Kingchow, Kinchow, W. Ninghsien, Fengjun, Lwanchow, Tsangchow, Tinghsing, Kucheng and Tsung-hwachow.

CHINA MAIL S.S. CO., LTD.
INCORPORATED IN U.S.A.

FAST FREIGHT AND PASSENGER STEAMERS
"NANKING" "NILE" "CHINA"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

HONGKONG TO SAN FRANCISCO.
via Shanghai, Japan Ports and Honolulu.
S.S. NANKING S.S. NILE S.S. CHINA
June 25th July 15th Aug. 9th

HONGKONG TO MANILA.
S.S. NANKING - - - 30th August.

HONGKONG TO SINGAPORE.
S.S. NILE S.S. CHINA
June 28th July 22nd

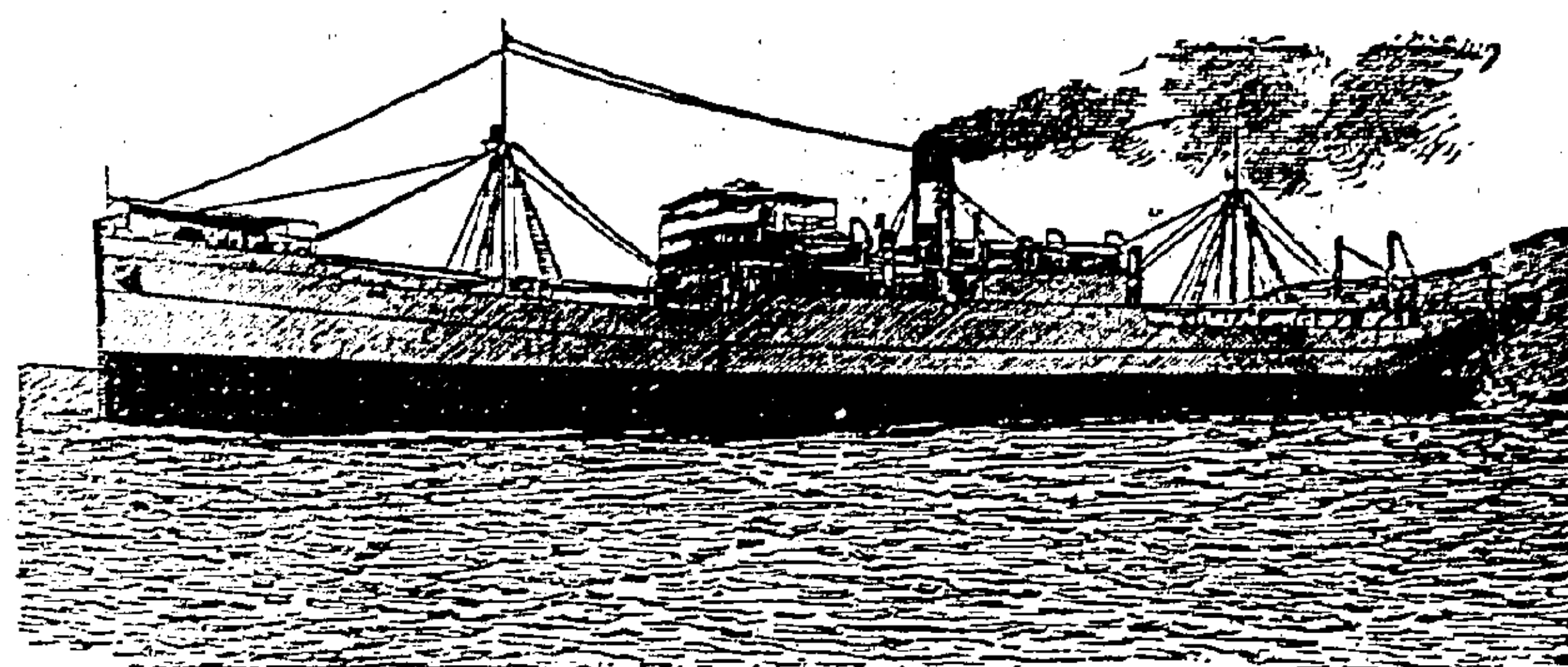
FAST FREIGHT SERVICE
Through Bills of Lading issued to all points in United States & Canada also.
Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

C. T. SURRIDGE,
PRINCE'S BUILDING,
TELEPHONE, PASSENGER DEPT.
NO. 1934.

FREIGHT & PASSENGER AGENTS,
ICE HOUSE STREET,
TEL. FREIGHT DEPT. & AGENT.
NO. 2161.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used: A1; A.B.C. Fifth Edition Engineering, First and Second Edition;
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S.S. "AMBATELOS" (ex "WAR TROOPER") 8,240 tons D.W.; 5,135 ton grd.

Built and engined by The Hongkong & Whampoa Dock Co., Ltd.,
to the order of the British Government.

Please Address Enquiries to the Chief Manager

R. M. DYER, B.S.C., M.I.N.A., KOWLOON DOCK HONGKONG

Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA, APCAR**EASTERN & AUSTRALIAN LINES.**

(COMPANIES INCORPORATED IN ENGLAND)

STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
DELTA	8,000	25 June 7 a.m.	M'ss, London & Antwerp.
DILWARA	5,400	9th July	S'pore, Colombo & B'bay.
SYRIA	7,000	23rd July	M'ss, London & Antwerp.
KALYAN	9,000	6th Aug.	M'ss, London & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

TAKADA	5,349	24th June	Calcutta via Singapore, Penang & Rangoon.
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EASTERN & AUSTRALIAN SAILINGS (South)

EASTERN	4,500	27th June	Melbourne via Sandakan, Thursday Island, Townsville, Brisbane and Sydney.
KANOWNA	7,000	25th July	

SAILINGS TO SHANGHAI & JAPAN.

TORILLA	5,200	22 June 10 a.m.	Shanghai & Kobe.
BURYALUS	3,600	25th June	Swatow & Amoy.
LAHORE	3,200	26th June	Shanghai & Kobe.
DILWARA	3,400	27th June	Shanghai only.
SYRIA	7,000	28th June	Shanghai & Japan.

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

For Passages Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & CO.
22, Des Voeux Road Central. Agents.**N. Y. K.****NIPPON YUSEN KAISHA.**

SAILINGS FORM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA or VANCOUVER via Manila, Keelung, Shanghai and Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KASHIMA MARU (Omitting Manila) Tuesday, 12th July, at 11 a.m.

SUWA MARU Friday, 29th July, at 11 a.m.

FUSHIMI MARU Friday, 9th Sept. at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.

SHIDZUOKA MARU Saturday, 25th June, at 11 a.m.

KAGA MARU Friday, 8th July, at 11 a.m.

YOKOHAMA MARU Saturday, 31st July, at 11 a.m.

HAMBURG, MARSEILLES, LONDON & ROTTERDAM.

LIVERPOOL & MARSEILLES via Suez.

ISUYAMA MARU First half of July.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGU MARU Thursday, 23rd June, at 11 a.m.

NIKKO MARU Tuesday, 19th July, at 11 a.m.

NEW YORK VIA PANAMA.

TOBA MARU Thursday, 23rd June.

TAKETOYO MARU (via Suez) Beginning of July.

SOUTH AMERICAN PORTS via Cape.

KANAGAWA MARU Beginning of September.

BOMBAY & COLOMBO via Singapore.

CALCUTTA MARU Tuesday, 24th June.

TOTOHI MARU Thursday, 7th July.

CALCUTTA & RANGOON via Singapore & Penang.

PENANG MARU Saturday, 25th June.

MURBAN MARU Monday, 11th July.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU Sunday, 17th July, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

KLEIST MARU Saturday, 25th June, at 11 a.m.

For further information apply to—

NIPPON YUSEN KAISHA.
S. YASUDA, Manager.
Telephone Nos. 292 & 293.**JAVA-CHINA-JAPAN LIJN.**Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjisalak	Java	in port	22nd June	Japan
Chidar	Java	in port	27th June	Java
Tjibodas	China Ports	4th July	8th July	Belawan, Deli, Java
Tjisalak	Shanghai	15th July	19th July	Java

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

ALSO OPERATING
JAVA PACIFIC LIJN.
NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	For
Tjisalak	Java	in port	22nd June	San Francisco.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the
Java-China-Japan Lijn.
Telephone No. 1574. York Buildings.

Shipping to Europe, Australia, and other Ports.

DODWELL & CO., LTD.Regular Sailings to
NEW YORK and/or BOSTON.

Via Suez or Panama Canals at Owner's Option.

LYDD TRIESTINO.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

For BRINDISI, VENICE & TRIESTE.

Via Singapore, Penang and Colombo.

FOR SHANGHAI.S.S. "CILICIA" Sailing End of July.
Passengers' Luggage can be insured at the office of the Agents.**NATAL LINE OF STEAMERS.**Regular Passenger and Cargo Service to
South African Ports from Calcutta & Colombo.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.

Telephone 1030. Agents.

AUSTRALIAN ORIENTAL LINE.HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia.	Leaves Hongkong for Australia.
TAIYUAN	In Hongkong	

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 36. Agents.

"ELLERMAN" LINE.

ELLERMAN & BUCKNALL STEAMSHIP CO. LTD.

JAPAN, CHINA & STRAITSTO
UNITED KINGDOM & CONTINENT.

Steamer	Sailing
LONDON, GLASGOW, ROTTERDAM & HAMBURG	10th July
DAM & HAMBURG	

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.

or to REISS & Co. Canton General Agents.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

Vessel	Due Hongkong.
M.V. "GLENNAVY"	26th June.
"GLENLUCE"	2nd July.
S.S. "GLENSHANE"	10th July.

HOMEWARDS.

Vessel	Leaves Hongkong.	Discharges.
M.V. "GLENNOBLE"	26th June	LOND N ROTTERDAM & H'BURG.
"GLENGLYLE"	5th July.	GENOA, LONDON & HULL.
"GLENLUCE"	15th July.	LONDON ROTTERDAM & H'BURG.

Movements are subject to change without notice.

For freight or further particulars please apply to—

JARDINE, MATHESON & CO., LTD.AGENTS: **THE GLEN LINE, LTD.**

Telephone No. 215, sub-ex. 23 and 3696

CHINA-AUSTRALIA MAIL S.S. LINE.

FOR AUSTRALIAN PORTS VIA MANILA & SANDAKAN.

S.S. "VICTORIA" Sailing on 30th June.

For Freight and Passage apply to—

THE CHINA & AUSTRALIA S.S. CO. LTD.Agents.
Tel. 3397. 113, Connaught Road Central.**COASTAL SHIPPING.****INDO CHINA STEAM NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
SHANGHAI via Swatow	Hopsang	Fri. 24th June at 11 a.m.
MANILA	Loonsang	Fri. 24th June at 3 p.m.
TTSIN via W'wei & C'foo	Cheongsang	Sat. 25th June at noon.
SANDAKAN	Yannis	Sat. 25th June at noon.
BANGKOK via Swatow	Chunsang	Sun. 26th June at 10 a.m.
STRAITS & Calcutta	Fooksang	Mon. 27th June at 3 p.m.
HAIPHONG via Hoihow	Lotsang	Tues. 28th June at 8 a.m.
KOBE & Shanghai	Lalsang	Wed. 29th June at d'light.

CALCUTTA LINE—This Line now affords regular sailings to Calcutta, Penang and Singapore. Returnings from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENTSIN LINE—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo.

BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok via Swatow, by four steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "FOOKSANG" will be despatched on or about Monday, 27th June, at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.**CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SWATOW & SINGAPORE	Chihwa	22nd June at 10 a.m.
AMOI & SHANGHAI	Soochow	23rd June at noon.
W'WEI, CHEFOO & TTSIN	Muichow	23rd June at 4 p.m.
SHANGHAI & TSINGTAO	Suiyang	25th June at 4 p.m.
SWATOW & BANGKOK	Kanchow	28th June at 10 a.m.
SHANGHAI & PEKOW	Singkiang	28th June at noon.
SHANGHAI	Sunling	30th June at noon.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao weekly, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from B'kok via S'ow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Agents.

Telephone No. 35.

Hongkong June 21, 1921

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns, (Occupying 9 to 10 days.)

Steamships.	Captain.	Leaving.
Haiching	A. H. Stewart	TUES. 21st June at noon.
Haichong	W. Couper	FRI. 24th June at noon.
Haichong	W. C. Passmore	TUES. 28th June at noon.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

NANYO YUSEN KAISHA.

(The South Sea Mail S.S. Co., Ltd.)

Regular freight and passenger service
between
JAPAN HONGKONG & JAVA.

Sailings subject to alteration.

FOR JAVA.

Ports of call—Batavia, Samarang, Sourabaya, Macassar and Bali.

S.S. "Cheribon Maru" Sailing on or about 4th July.

FOR JAPAN.

Ports of call—Moji, Kobe, Osaka and Yokohama.

S.S. "Macassar Maru" Sailing on or about 26th June.

S.S. "Samarang Maru" Sailing on or about 17th July.

All steamers have excellent passenger accommodation, and are fitted with Electric Light, Fans and Wireless Telegraph.

For further particulars please apply to—

K. SUZUKI,

Manager.

No. 5, Queen's Road Central.

SHIPPING NEWS.

CAPT. H. BATHURST.

Captain H. Bathurst, who has been at Amoy for the last nineteen years, fulfilling the duties of harbour pilot, and marine and emigration surveyor to the British Government, has said goodbye to the China Coast, which has known him for nearly forty years.

BRITISH MAILS.The recent statement that British mails may soon be coming to the Far East by way of the trans-Siberian railway should be received with more than a little scepticism. Any thing of value should most certainly be sent by way of Suez or America.—*Shipping and Engineering.***C.M.S.S. CO'S PRIVILEGE.**

A message from San Francisco states that because U.S. vessels cannot handle all of the passenger business between Honolulu and San Francisco, the Government has granted the China Mail Steamship Company permission to have the next three of its east-bound Pacific liners stop at the islands to pick up passengers bound for the United States. (Under the Jones merchant marine law, only vessels of companies three-fourths of whose stockholders are Americans are permitted to carry passengers and freight between American ports.)

ALLOCATING PROFITS.

A report from Yokohama quotes an official of the Department of Communications as saying in regard to the present unemployment among Japanese shipping men: "In England even the strongest company does not pay a dividend of more than 10 per cent. (?) in times of prosperity. In Japan some companies paid dividends of 30, 70 and even 100 per cent. when their foundations had not yet been made sufficiently strong. At the coming of the depression, they immediately tie up their ships, and as to the means of relieving the difficulties due to unemployment, they simply look to the Government. This attitude is very irresponsible." A few British companies have contrived to distribute over 10 per cent. in recent years.

SHIPPING BOARD DEFICIENCY.

The U. S. Senate has adopted the deficiency appropriations of \$75,000,000 for the United States Shipping Board, after Senator William S. Keenon of Iowa and other Senators had charged the Board with gross extravagance, waste and inefficiency, and also adopted the amendment directing the sale of all wooden ships before October. Senator Keenon said he estimated that the Government were losing from half to one million dollars a day. Senator Miles Poindester, of Washington, proposed the abolition of the Shipping Board, and said that he was in favour of the appointment of a director "to liquidate the whole business." Senator William H. King, of Utah, has charged the Managers of the U.S. Shipping Board with incompetence in opposing the sale of the Government-owned ships, because the result would be the losing of their jobs. He declared that three billions of dollars have been spent for worthless vessels.

OIL OR COAL?

Fuel oil has helped to "carry on" not only in shipping, but in many other industries, and out of the evil of the coal strike has come the good of the bestowal of increasing attention on the fuel of the future. The Anglo-American Oil Co., Ltd., the first great undertaking to handle the distribution of oil in the United Kingdom, has issued a handbook, "Oil Fuel," which states that the Co. has devoted the most thorough investigation to the most suitable grades of petroleum which will meet the demands of consumers of fuel oil. It has watched and anticipated the development of oil power with a view to strengthening the research work of the engineer, by placing at his disposal fuel oil of a character which will aid him in achieving the finest results. Ample evidence of the headway made is to be seen in the installation of oil-burners in the most famous of the Transatlantic greyhounds, and the adoption of the late Lord Fisher's oil policy is no longer confined to the Navy, but will shortly be a fact as regards merchant shipping. "The passing of another milestone on the great highway of progress is to be seen in the more general adoption of the internal combustion engine for power production. The great economies obtainable by the use of the Diesel engine have led to the output of many types of this famous engine and to its world wide use for various purposes apart from marine installations."

THE CIGAR DE LUXE.



"PERFECTO" Actual Size

Golofina

PERFECTOS.

Possesses a delicate flavour
and aroma which will give
you a new appreciation of a
good cigar.

Obtainable at all Tobacconists.

TO-DAY'S SHARE
QUOTATIONS.

OFFICIAL PRICES.

Banks.	
H.K. & S. Bank	sa. 740 ex rights
do Rights	b. 145 pm.
U. of E. Asia	b. 150
Marine Insurances.	
Cantons	b. & sa. 400
North China	b. ex div. 144
Unions	n. 242 1/2
Yangtzes	n. 24 1/2
Far Eastern	b. 22
Fire Insurances.	
China Fires	b. 120
H. K. Fires	b. 315
Shipping.	
Douglases	n. 62
H.K. Steamboats	n. 263 1/2
Indos (Pref.)	b. 39
Indo/Def. Lon/Reg. n.	275
Indo Def. H.K. Reg. n.	270
Shells	a. 115 1/2
Ferries	b. 31
Refineries.	
Sugars	n. 205
Malabons	n. 55
Mining.	
Kallans	b. ex rights & div. 80
Langkats	b. 10
Shanghai Loans	b. 10
Shai Explorations	b. 1
Raubs	b. 24 1/2
Tronohs	b. 21 1/2
Ural Caspians	b. 21 1/2
Docks, Wharves, Godowns, &c.	
H.K. Wharves	b. 96 1/2
K. Docks	b. 212 sa. 210
Shai Docks	b. 148
N. Engineerings	b. 134 1/2
Lands, Hotels & Buildings.	
Centrals	b. 140
H.K. Hotels	b. & sa. 192
H.K. Lands	b. 195 sa. 196
H. phreys Est.	b. 10.60
K'loon Lands	b. 34
L. Reclamations	b. 121
West Points	b. & sa. 60
Cotton Mills.	
Ewos	b. 243 1/2
Kung Yike	b. 18 1/2
Lau Kung Mows	b. 18 1/2
Oriental	b. & sa. 158
Shai Cotton	b. 158
Yangtze Yees	b. 158

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELE-
GRAPH COMPANY, LTD.The following Unclaimed Tele-
grams are lying here—

Matsuo Ryosaburo, from Kobe.
Paramore Hwahyih Elbmrig,
from Shanghai.
Hirajusaku No. 3 Hip Street,
from Miyazu.
Madame Poulson, s.s. Andrele-
boy, from Shanghai.
Yamagatachowsa Jippooriyoji,
from Hankow.
Uss Albany, from Shanghai.
Cheongsing, from Hankow.
Huekungsui, 135 Desvoeux
Road West, from Peking.
Fookyuen Fathing Street, from
Hankow.
Register Address 1995, from
Tientsin.
Kwangfongwoo Wenyakai (2),
from Shanghai.
Register Address 622, from
Shanghai.
Wangcheong, from Kobe.
Suenchonghai, from Shanghai.
Kwongsangchong, from Tsing-
tau.
Dailoy, from Shanghai.
Leongwenhow 11 Hingborn
Road, from Shanghai.
Kwongtung Klukung Funcook
Nanpakhong Street, from Peking.
TH. KRING.
Superintendent.
Hongkong, June 16, 1921.

Miscellaneous.

Cements b.17 sa. 17/17.10
China Light old n. 11
Do. Light new n. 10.90
China Providents b. 11 1/4
Dairy Farms n. 25 1/2
Electric H.K. b. 23 a 24
Electrics Macao n. 30
Hongkong Ropes b. 25 1/2
H.K. Tramways n. 13.60
Peak Trams, old b. 9 1/2
Do. new b. 1
Steam Laundries n. 7.40
Steel Foundries b. 10 1/2
Water-boat n. 15 1/2
Watsons b. 7.80
Wm. Powells b. 18
Wisemans b. 66
Hongkong, June 21, 1921.

WEATHER REPORT.

June 21d. 11h. 75m.—Pressure
changes since yesterday are
small, except over S.W. Japan
where a depression has formed.
It will probably move north-east-
ward.

A depression is still shown
over Tongking.
Hongkong Rainfall for the 24
hours ending at 10 a.m. to-day,
1.30 inches. Total since January
1st, 53.69 inches, against an
average of 34.10 inches.

FORECAST FOR THE 24 HOURS
ENDING AT NOON TO-MORROW.

District.	Forecast.
1 Hongkong to Gap Rock	South or variable winds, light to moderate; fair.
2 Formosa Channel	The same as No. 1.
3 South coast of China between H.K. & Lamocks.	The same as No. 1.
4 South coast of China between H.K. & Hainan.	The same as No. 1.

T. F. CLAXTON, Director.

H.K. Observatory, June 21, 1921.

METEOROLOGICAL.

	Previous Day	on date.	on date.
Barometer	29.64	29.65	29.65
Temperature	81	78	87
Humidity	85	94	75
Wind Direction	S.W.	CALM	S.
Wind Force	3	0	2
Weather	or of	c	c
Rain	1.54	0.00	1.19
Highest open air			20th 83
Temperature on the			21st 73
Lowest open air			21st 73
Temperature on the			21st 73
T. F. CLAXTON, Director.			
H. K. Observatory, June 21.			

HOTELS.

THE HONGKONG HOTEL CO., LTD.

OPERATING—

HONGKONG HOTEL

(Hongkong)

REPULSE BAY HOTEL

(Repulse Bay)

PENINSULA HOTEL (Kowloon)

(under construction)

HONGKONG HOTEL GARAGE

TOWN GARAGE & SHOW ROOMS RUSSELL STREET GARAGE

(Paddar Street)

REPULSE BAY GARAGE

PROPRIETORS:

THE HONGKONG HOTEL CO., LTD.

KING EDWARD HOTEL.

CENTRAL LOCATION,
ELECTRIC LIFTS AND LIGHTING,
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Tel. 373. Telegraphic Address: "VICTORIA"
J. WITCHELL,
Manager.

THE PEAK HOTEL.

1,500 FEET ABOVE SEA LEVEL.
15 MINUTES FROM LANDING STAGE.
UNDER THE MANAGEMENT OF
MRS. BLAIR.

EUROPE HOTEL, SINGAPORE.

UNDER NEW BRITISH MANAGEMENT.

THE PREMIER HOTEL. FINEST SITUATION.

EXCELLENT CUISINE.

ARTHUR E. ODELL.

(Late Grand Hotel, Southcliffe, England and
Royal Palace Hotel, London, W.)

KINGSCLERE HOTEL MID-LEVEL

KNUTSFORD HOTEL KOWLOON

SACHSE, LENNOX & Co., General Agents
Are resident Managers.

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PEKING, CHINA.

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Peking.

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THE ONLY HOTEL DE LUXE IN THE FAR EAST.

Afternoon d'ansant, daily.

Beautiful new steel and concrete fire proof building with
six floors, 3 lifts; 200 rooms, each with private bath and city
telephone; and a spacious roof garden overlooking the romantic
Imperial Palace, the Legation Quarter, the Rockefeller
Institute, and the entire city.

Unexcelled cuisine, with French chef. Banquets a
specialty. Wines of the best districts of France.

Large playground for children in the park of the hotel,
which is the healthiest location in the city.

THOS. COOK & SON, Headquarters, in the building.
Motor bus meets all trains.L. M. MAILLE,
Manager.

RIVER LEVELS.

As a guide to skippers and others interested in the water levels
of the river we have been requested by the Board of Conservancy
Works of Kwangtung to publish the following table of water levels.
The levels are taken at 10 a.m. each day.

Place of Observation	Highest W. L. ever recorded feet	Lowest W. L. ever recorded feet	W. L. June 19 feet	W. L. June 20 feet
Wuchow, West River	+29.50	-2.24	—	—
Kongmoon,	+14.70	-0.80	9.50	9.00
Linkonghow, North "	+57.00	0	15.50	20.00
Samsbul,	+27.25	-5.00	15.70	15.70
Sheklung, East "	+15.15	-0.98	4.13	5.42

TIDE TABLE.

20th to 25th June, 1921.

Day	High Water Mean Time	Low Water Mean Time	Height
Mon. 20	8 49	7 0	2 24
Tues. 21	11 34	4 2	4 9
Wed. 22	1 19	1 1	3 0
Thurs. 23	3 45	7 0	4 45
Fri. 24	6 26	4 0	5 22
Sat. 25	9 17	5 5	5 59
Sun. 26	12 10	8 1	6 45
Mon. 27	1 47	4 0	5 38
Tues. 28	4 28	6 5	6 45
Wed. 29	7 10	8 1	7 19
Thurs. 30	9 51	10 5	8 1

in morning, a afternoon

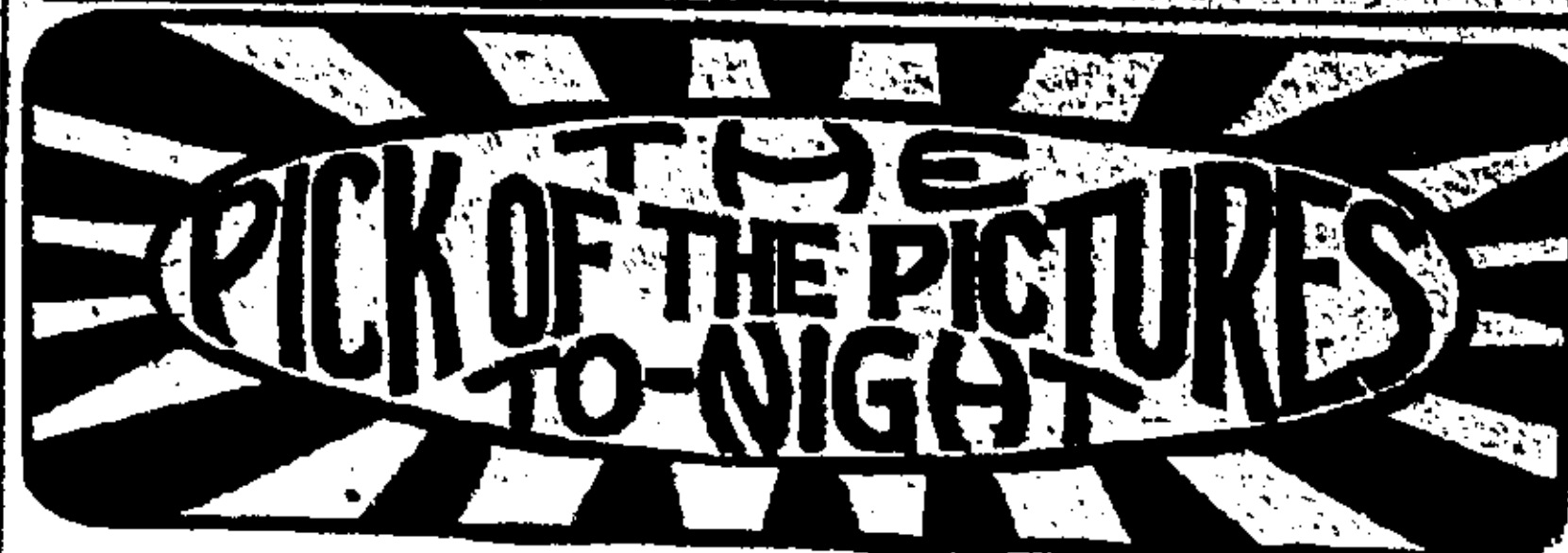
PEAK TRAMWAYS CO., LTD.

TIME TABLE.

WEEK DAYS.	Every 15 min
7.00 a.m. to 8.00 a.m.	10 min
8.00 a.m. to 9.00 a.m.	10 min
9.00 a.m. to 10.00 a.m.	10 min
10.00 a.m. to 11.00 a.m.	10 min
11.00 a.m. to 12.00 noon	10 min
12.00 noon to 1.00 p.m.	10 min
1.00 p.m. to 2.00 p.m.	10 min
2.00 p.m. to 3.00 p.m.	10 min
3.00 p.m. to 4.00 p.m.	10 min
4.00 p.m. to 5.00 p.m.	10 min
5.00 p.m. to 6.00 p.m.	10 min
6.00 p.m. to 7.00 p.m.	10 min
7.00 p.m. to 8.00 p.m.	10 min
8.00 p.m. to 9.00 p.m.	10 min
9.00 p.m. to 10.00 p.m.	10 min
10.00 p.m. to 11.00 p.m.	10 min
11.00 p.m. to 12.00 midnight	10 min
12.00 midnight to 1.00 a.m.	10 min
1.00 a.m. to 2.00 a.m.	10 min
2.00 a.m. to 3.00 a.m.	10 min
3.00 a.m. to 4.00 a.m.	10 min
4.00 a.m. to 5.00 a.m.	10 min
5.00 a.m. to 6.00 a.m.	10 min
6.00 a.m. to 7.00 a.m.	10 min
7.00 a.m. to 8.00 a.m.	10 min
8.00 a.m. to 9.00 a.m.	10 min
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2.00 a.m. to 3.00 a.m.	10 min
3.00 a.m. to 4.00 a.m.	10 min
4.00 a.m. to 5.00 a.m.	10 min
5.00 a.m. to 6.00 p.m.	10 min

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ALACRADA, HONGKONG, ONE YEAR AGO

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at 2.30, 5.15, 7.15 & 9.15

MITCHELL LEWIS

— IN —

"THE LAST OF
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"GET OUT &
GET UNDER."

at 9.15 p.m.

"THE
LOST
CITY."

Episodes - 9, 10 and 11.



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in 6 parts

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